CYCLE NEWS

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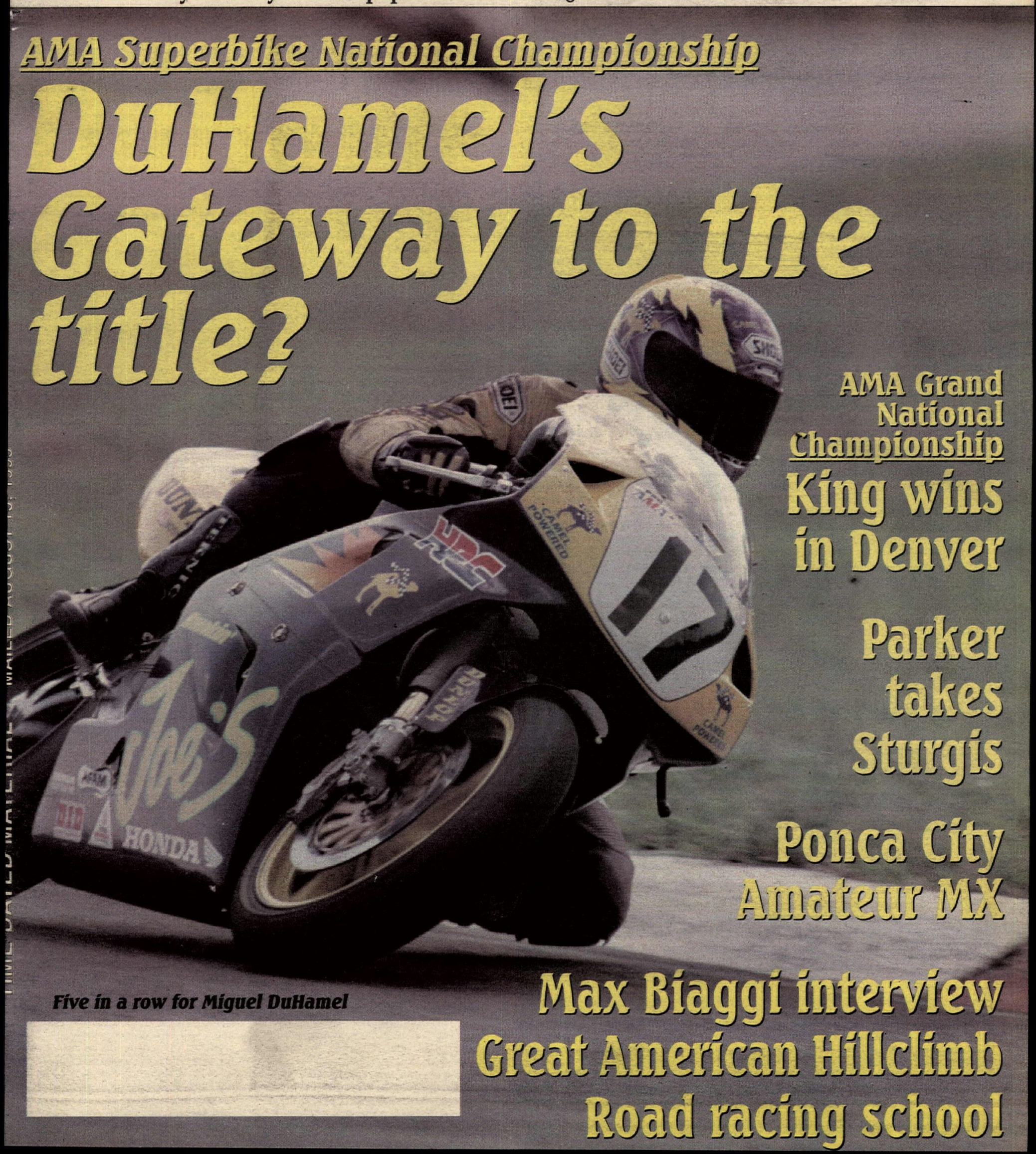

AMA Superbike National Championship

DuHamel's Gateway to the title?

Five in a row for Miguel DuHamel

AMA Grand National Championship

King wins in Denver

Parker takes Sturgis

Ponca City Amateur MX

Max Biaggi interview

Great American Hillclimb

Road racing school

IN THE WIND

Lou Gerencer (H-D) and **Paul Pinsonnault** (Hon) were the big winners at the AMA National Championship Hillclimb Series round in Danville, West Virginia, on August 13. Gerencer grabbed the win in the 800cc class, while **Jimmy Dingee** (H-D) and **Rodney Williams** (H-D) rounded out the top three. In the 540cc class, Pinsonnault scored the win ahead of **Richard Soter III** (BSA) and **Mike DeBusk** (BSA). Pinsonnault has a slim three-point lead over Soter, 101-99, in the 540cc class series standings, while **Steve Dresser** (H-D), who placed fifth at Danville, still stands on top of the 800cc class leaderboard with four points to spare over Gerencer, 93-89.

Mini sensation **Ricky Carmichael** (Kaw) was unbeatable at the AMA Motocross Amateur/Youth Nationals at the Loretta Lynn Dude Ranch in Hurricane Mills, Tennessee, August 7-11. Carmichael won every moto he competed in en route to double-class wins in the 85cc Stock and Modified (14-15) divisions. The wins were Carmichael's seventh and eighth at the Loretta Lynn's event, matching the record set last year by now-factory-backed Yamaha rider Kevin Windham. Carmichael has won at least one Loretta Lynn's title in each of the last six years, his first coming in the 65cc class in 1990. This was his last race in the minicycle class and he will now compete full time in the motorcycle class. Other winners included **Shaun Perolio** (Kaw) in both the 125 and 250cc A Stock classes; **Jeff Curry** (Suz) in the 250cc Modified A class; **Paul Currie** (Kaw) in the 125cc Modified class; **Travis Pestrana** (Suz) in the 85cc Stock (7-11) class; **Justin Buckelew** (Yam) in the 85cc Stock (12-13) class; **Ernesto Fonseca** (Yam) in the 85cc Modified (9-13) class; **Shae Bentley** (Kaw) in the Supermini (105cc) class; and **Kristy Shealy** (Kaw) in the Women's class. Rain forced the use of a two-moto format instead of the traditional three-moto format.

Keith Lynn (Kaw) topped the Funny Bike class at the AMA/Prostar Drag Racing Summer Nationals in Rockingham, North Carolina, with a 7.267-second/159.88-mph run to deafeat **Bobby Baker** (Kaw) in the final. In the Pro Stock class, **John Myers** (Suz) took his third straight victory, defeating **Steve Johnson** (Suz), the victim of a mechanical failure.

AMA Pro Racing President **Cary Agajanian** was scheduled to be named executive vice president of the United States Auto Club (USAC) for the Indy Racing League, according to the August 14 edition of the USA Today newspaper. "He told me to expect something, but that he would continue to do what he has been doing for the AMA," Tom Mueller said on Monday, August 14.

Bipartisan congressional support appears to be growing for legislation to repeal federal **helmet law** penalties, according to the AMA. Earlier this year, the U.S. Senate added an amendment to its version of the National Highway System Designation Act that would eliminate the federal practice of penalizing states which do not have mandatory helmet laws. Currently, 25 states are being forced to divert a portion of their highway construction dollars into safety programs as a result of not complying with the federal goverment's helmet-law mandates. Meanwhile, there are indications that the House of Representatives will soon add its endorsements to the plan to eliminate helmet-law penalties on states. A measure to do that, designated H.R. 899, has been introduced by Rep. Don Young (R-Alaska), and it has now attracted 201 cosponsors.

Current National Championship 125cc MX Series point leader **Ryan Hughes**, who recently signed a one-year contract with Team Kawasaki to contest the 1996 250cc National and Supercross series, has also signed on with Acerbis USA to wear **Sidi Boots** through the '98 season. Hughes is also said to have signed with Thor Racing.

At press time, **Mike Craig** is the only rider signed up for the '96 **Honda of Troy** team, though **Brian Swink** and **Mike Brown** are expected to return as well. **Larry Ward** and **John Dowd** are reportedly entertaining offers from the Honda support team. **Sinisalo Pacific** will outfit the squad.

Mike Kiedrowski is expected to re-sign with Team Kawasaki for one more year. "I haven't signed anything yet," said Kiedrowski on August 14. "But I plan on being with Kawasaki one way or another in '96. I'm not looking to go anywhere else." Kiedrowski also hinted that '96 may be his last season of racing. A former 125, 250 and 500cc National MX Champion, Kiedrowski would like to earn the Supercross Championship and complete his grand slam of MX titles.

Mike LaRocco underwent knee surgery to repair the damage sustained in a first turn crash at the July 30 Millville 250cc National, and will miss the remaining two rounds of the National Championship 250cc MX Series. Though Suzuki team manager **Roger DeCoster** was optimitic at the August 6 Washougal National about signing LaRocco for the '96 season, the former 500cc National Champion has yet to commit. "Kawasaki made a counter offer," said DeCoster. "We both want LaRocco, but things have gotten mixed up lately because of his surgery. Mike has not told me no, but he has not told me yes, either."

Teenage sensation **Robbie Reynard** has yet to sign with a team for '96, though the 19-year-old reports that he's "talking with everybody." After signing a two-year contract with Team Kawasaki in 1994, the highly touted Oklahoman has shown flashes of brilliance, but has otherwise failed to deliver. Rumors have the Honda of Troy and the Split-Fire/Pro Circuit/Kawasaki teams wooing Reynard, but of course, his multi-year Fox Racing contract would interfere. After winning the first moto at the August 6 Washougal 125cc National, Reynard pulled off the track in moto two with a sore knee. "I haven't ridden since then," said Reynard on press day, August 14. "I've been trying to rest my knee and let it get better. I'll get it operated on after the season is over, I think. I wanted to ride today, but I had a wisdom tooth taken out and I'm not feeling so good."

Team Suzuki's **Craig Decker** is making good progress after breaking his back in a crash at the June 10 Las Vegas Supercross. "I go back to the doctor at the end of the month, and they'll tell me then whether or not I can start training again," said Decker. "Right now, I can only walk around a bunch and use a stationary bicycle. It's driving me crazy." Though rumors circulated about Decker considering an early retirement, the 19-year-old Californian says that the thought never entered his mind. If he's healthy, expect Decker to contest the Western Regional 125cc Supercross and 125cc National Series for Team Suzuki in '96.

Current 125cc National Championship contender **Steve Lamson** expects to re-sign with Team Honda/1-800-Collect/Fox for the '96 season. "I haven't officially signed anything yet, but I plan on returning with Team Honda next year," said Lamson. "I'll probably stay in the 125cc class next year, whether I win this year's championship or not." When asked what he thought of being selected for the '96 MX des Nations team, Lamson replied, "I'm really excited about it. It's something that I've always wanted to do, and now I have the chance. There's going to be a lot of pressure on me and Ryan Hughes because we've never been to a MXdN before. I guess Jeff Emig will be the team veteran. I think we have a good chance, both Jeff and I will be real competitive, and I've seen Ryan practicing on his 500 several times recently. He looks real smooth on it."

Oakley Inc. went public on August 10, and the Irvine, California, sunglass company sold 10 million shares at $23 a

Campbell leads Nevada Rally '95

Team Honda's Johnny Campbell was the overall leader after completing the first day of competition at the third running of the Acerbis Adventure Nevada Rally '95, which officially got under way August 13 in Las Vegas, Nevada.

Saturday's prologue, which determines starting positions for Sunday's opening day of the rally, was held on the parking lot of a Montgomery Ward department store, located across the road from rally headquarters at the Showboat Hotel. The prologue began following a brief thunderstorm, and Campbell was first off the line on the wet and slippery pavement. He rode conservatively and would line up 29th in the starting order. The thundershower passed quickly and, with temperatures over 100 degrees, riders who started 10 minutes down in the starting order had dry pavement and finished with much better times. Italian Elex Gramigni, a former 125cc World Champion road racer, ended up clicking off the quickest time of the day. Next fastest were Bryan Folks and French rider Florent Giusono.

A 284-mile special test, plus 70 miles of transfer sections, greeted the 67-rider field on Sunday. The day ended in Tonopah, Nevada, and it was Campbell, aboard a Honda XR628, who had control of the lead with three minutes to spare over Italian Davide Trolli, also riding a Honda. Another three minutes back in third was French off-road superstar Stefane Peterhansel. The Yamaha rider had to work his way up through the pack after starting in 40th position. KTM riders Daryl Folks and Italian Edi Orioli filled out the top five finishers. Honda XR400-mounted Jimmy Lewis held down sixth at the end of the day.

On Monday, August 14, the rally will take the riders to Fallon after a 342-mile stage, made up of mostly high-speed sections.

Overall, this year's rally is 2006 miles long, including 1676 miles of special tests. It makes a clockwise circle around the state of Nevada with overnight stops in the following order: Tonopah; Fallon; Winnemucca; Elko; Ely; and Mesquite. The event ends August 20 in Las Vegas.

Frenchman Alain Olivier, who won the inaugural event in 1993, as well as last year's rally, is forced to spectate this time as a result of a broken leg suffered during a photo shoot for a magazine. The healing process was slowed by a bone infection and Olivier says it will be another two weeks before he can ride again.

Puzar takes 125cc MX World title

It was a fight to the finish but Italian Alessandro Puzar (right) emerged victorious over Yamaha-mounted countryman Alessio Chiodi, following their season-long battle for the World Championship 125cc MX title. Puzar wrapped up the championship at the final round of the series in Reil, Germany, August 13, in front of 10,000 spectators.

In the first moto, Honda-mounted Puzar took the win just ahead of Chiodi, and a trio of French riders: Mikael Maschio (on a Honda), Frederic Vialle and Sebastien Tortelli (both on Kawasaki). In the title-deciding second moto, it was former World Champion Dave Strijbos, on a Suzuki, taking the win ahead of Puzar, while Chiodi chased both riders home in third. Tortelli finished fourth in the moto, while American Jimmy Button, on a Honda, filled out the top five places. Puzar's 1-2 tally gave him the overall for the day, while Chiodi's 2-3 netted him second. Third overall went to Tortelli.

Puzar finished out the season with 340 points and Chiodi 337. Third in the series went to Tortelli with 266 points, while Button finished out his first GP tour in fourth with 201.

It is the second World title for Puzar who won the 250cc crown five years ago. Both riders have said that they intend to switch to the 250cc class next season.

piece. The shares jumped 18 percent to close Thursday at $27.125 as investors bought into the company. According to the Orange County Register, founder and chairman **Jim Jannard** made nearly $139 million overnight, and is now the second-richest Orange County resident, behind billionaire Donald Bren. Jannard's stake in the company is now $672 million.

Shane Trittler's **S.S.C. MX Racing** will visit **Hungry Valley OHV Park** in Hungry Valley, California, on August 20. Classes for all bike sizes and skill levels will be offered. Practice starts at 8 a.m., and the first race is at 9:30 a.m. For more information call 805/294-0020.

According to John Dickinson, our World Championship Trials Series correspondent, the Italian Fantic factory is trying to recruit the services of Brit **Steve Colley** for the '96 season. Colley would like to stay with the Gas Gas factory, as Dickinson reports that the Fantic ride "isn't very popular."

The British Trial des Nations team will consist of **Doug Lampkin**, **Steve Colley**, **Graham Jarvis** and **Steve Saunders**. "Saunders will be good for the team," said John Dickinson. "He will likely ride the sections first, then advise the other three about what to do."

The Spanish Trial des Nations team will be led by soon-to-be-seven-time World Champion **Jordi Tarres**. **Marc Colomer**, **Joan Pons** and **Amos Bilbao** will complete the team.

The September 10 **Motocross des Nations** in Sverepec, Slovac Republic, will be sponsored by Pepsi Max, Bieffe, UFO and West. For more information call 39/171-387070.

Eddie Mulder is scheduled to compete in the August 20 Rodney Farris Tribute TT, held on the new TT scrambles track at Hollister Hills SVRA in Hollister, California. Classes will be available for all machines, modern and vintage. For more information call 408/295-6906.

Torco International Corporation, manufacturer of high-performance lubricants, has teamed up with the American Motorcyclist Association to establish the **Torco Trail Riding Fund**. Torco will donate $2 from the sale of every Torco Trail Riding Fund T-shirt to the program, which will support off-road government relations activities. In addition, Torco will also donate 45 cents from the sale of each case of Torco GP-7 Racing 2-Cycle Oil to the fund.

The August 27 **Southland Racing Association Grand Prix** at Glen Helen Raceway in San Bernardino, California will be the first race held on the **all-new Glen Helen Raceway Grand Prix Course**. For more information call 714/957-2985.

A free, four-color **brochure** detailing the schedule of events and ticket prices for **Camel Motorcycle Week '96** is now available. The 55th running of the Daytona 200, Daytona Supercross, Vintage Days and the AMA Grand National Dirt Track Kickoff highlight the March 1-10 spectacular. To obtain your free brochure write: Daytona International Speedway, Dept. CMW-1, P.O. Box 2801, Daytona Beach, Florida, 32120-2801.

Now that the 1995 NMA Grand Nationals at Ponca City, Oklahoma, is over, the NMA has officially announced its dates for the **1996 25th Annual NMA World Mini Grand Prix** and the **21st Annual Grand Nationals** at Ponca City. The World Minis will be held in Las Vegas, August 11-13, and the Grand Nationals will again be held in Ponca City, August 6-10. For additional information call 909/657-6782, or 310/868-8112.

Jim McClinton, a long-time motorcyclist enthusiast and racer, was lost to cancer recently. McClinton was an active vintage racer and AHRMA supporter during the '90s and most recently helped out at the Steamboat Springs MX track in Colorado. He competed motocross in the Vet and Old Timers class in the '80s, and was a scrambles expert in the '60s. McClinton was a retired machinist from Mare Island Naval Shipyard and was a Northern California Bay Area motorcycle supporter.

The pre-entry deadline for the **Women's World Motocross Championships** has been extended to August 21. All Pre-entrants are eligible for a free motocross school with Mike Keidrowski at Glen Helen on August 21. Women who wish to participate in the school without racing must register with U.S. Women's Motocross Team for a $50 fee prior to the school. For entry and registration information, contact Debbie Matthews at 714/837-3374.

Knudsen tops Swedish Speedway Grand Prix

Tommy Knudsen (right) became the first rider to win two World Championship Individual Series events by scoring his second victory in as many rounds during the Swedish Grand Prix at Linkopping Speedway in Linkopping, Sweden. The Danish-born Knudsen defeated series leaders Tony Rickardsson of Sweden and Denmark's Hans Nielsen in the A Final to earn the win, which vaulted him into the top 10 in points, with 44. If he continues his pace, he may well remain on the GP trail for 1996. It would be a fine achievement by Knudsen, who crashed out of the first round in Poland.

Hancock enjoyed his best Grand Prix performance yet with a determined display which saw him secure third place in his A Final debut after qualifying with 11 points. He was a model of consistency throughout his qualifiers and did well to beat Nielsen in the big showdown. Hancock's finish also earned him top-American status as countryman Sam Ermolenko battled through another frustrating night, suffering bike problems while leading Knudsen in heat nine; a victory there would have helped Ermolenko in his bid for the A Final. Ermolenko went on to finish fourth behind England's Chris Louis, Australia's Craig Boyce and Sweden's Peter Karlsson in the B Final. American Billy Hamill was also more subdued after crashing in his opening ride, but he picked himself up and went on to qualify for and win the C Final.

With two rounds to go, the battle for the championship has developed into a two-horse race as Nielsen leads Rickardsson, 69-63. Louis is now in third with 55, three points in front of Hamill. Ermolenko and Hancock are tied for eighth in the series standings with 47 points each.

The RV Manufacturers' Show, presenting sponsor for the Pomona Half Mile, is offering a limited number of free **commemorative bumper stickers** to be given away with the purchase a pair of tickets to the October 7 round of the Grand National series. See your local Harley-Davidson dealer to puchase tickets.

The **Gary Semics Motocross School** is now accepting resumes for 1996 sponsorship packages. Interested parties can send their resumes to GSMXS, 178 Carter Circle, Boardman, OH 44512, attn: sponsorship.

CORRECTION: Or rather, Addition. The Wind item concerning Chuck Sun's being named as the Northwest Sales Manager for KTM USA (Issue #31) listed a truncated telephone number. The correct number is 503/977-9760.

AUTOGRAPH SIGNING: At Sportbike Night at America Live! in Sacramento, California, from 7 to 10 p.m. on Tuesday, August 22. Team Suzuki's Fred Merkel, Cycle Motion Racing's Mark McDaniels, and Team Valvoline Suzuki's Dave Stanton are scheduled to appear. For more information call 916/373-1557.

AUTOGRAPH SIGNING: At Bob Thomas Honda/Kawasaki of Irwin, on September 1 at 6 p.m. Team Honda/1-800-Collect/Fox riders Jeremy McGrath and Steve Lamson are scheduled to appear. For more information call 412/863-0237.

CORRECTION: Bert Shepard snapped the photos found on page 10 and 11 in our coverage of the Peoria National TT as well as the Scott Parker/Andy Tresser photo on page 13, and thus deserves credit for them.

MARRIED: Helmet painter extraordinaire Jeff Long to his girlfriend of three years April Stires in Dallas, Texas on July 29 CN

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VOICES
Letters to the editor

Thanks from the Farris family

Words cannot express our appreciation and deep gratitude for all of your kind expressions of sympathy following Rodney's fatal accident while racing at DuQuoin. All the beautiful flowers, the lovely plants, the thoughtful cards and notes, the caring phone calls, and all other messages have meant so much. We would like to personally thanks each of you for your support during this difficult time, but since we cannot, please accept this heart-felt thanks from a grateful father and family.

Rodney loved the sport of dirt track racing from a young age, not only the thrill of the race itself, but all the wonderful people connected with the sport. The fans, the promoters, the mechanics, the racers, everyone in this sport was special to Rodney. As he would have put it, you're all the best people in the world, and your many kindnesses during this past month further prove the point.

Norm Farris and Family
Baltimore, Maryland

Slider fan

Thanks for the good dirt track coverage. I really enjoy the Briefly... section and the interviews. I recently attended the Oklahoma City Half Mile, and as usual the action was fast and furious.

I was disappointed, though, that local favorite Kris Armentrout was not allowed to compete in the Grand National because the Snyder's Honda was not AMA approved. It's a real shame that only the ultra-expensive Harley-Davidson XR750s and Honda RS750s have been approved. Why not allow any 750 that falls within the design guidelines to compete? It would be good for dirt track racing and encourage more competition. Thanks for a great newspaper.

Steve Lacer
Chapman, KS

Why, thanks

I just started receiving my subscription to *Cycle News* and wanted to say congrats on putting out a great motorcycle newspaper. I was especially heartened to see that you give good coverage to observed trials - World Rounds as well as Nationals and local events. I participate in trials on a regular basis, ride and occasionally hill climb, watch dirt track (watched Chris Carr demolish the competition at the Peoria TT this last Sunday), and go to an occasional road race. Keep up the good work.

J.D. Shults
Streamwood, IL

Get well, Jeff

We were very surprised and saddened to hear that Jeff Stanton suffered serious injuries in a motorcycle accident. Jeff has been our hero and inspiration in MX racing for the past decade. It was a sad day when he retired from racing. But thank God the motorcycling world didn't lose him forever! Hang tough, Jeff, and wishing you a speedy recovery.

The PowerBar Brothers
Richard and Greg Quinones
Novato, California

Godspeed, Gary

On August 5, 1995, we lost a very dear and special friend in Gary Taber. Gary passed away at the amateur race on Saturday - after crossing the finish line he suffered a heart attack on the way back to his pits. He was only 32.

Gary was one of the fastest riders in any race, he would push until his condition would allow him to push no more. He then would continue to ride around the track just to finish the race, even though it would have been easier to pull off and quit. Gary loved to ride and any type of riding was winning for Gary.

The people at the races on Saturday deserve special thanks for all their help and considerations in the tragic time. The Huffmans, thank you for all the help and caring on this day and through the following week. The EMT workers for doing their very best and not giving up on Gary. The bystanders for giving them help when needed and the privacy this situation deserved. Thank you all very much.

Sunday, August 6, was a very busy day for everyone involved in the 125/250cc Pro National. It would have been easy to sweep Saturday under the carpet and go on, but a special tribute lap was set up for Gary. Thank you Brian Barnes for a tremendous job of informing the fans who and what the tribute was for. To the fans of Washougal, this is why you're considered the best in the country. Thank you for the respect and applause you gave to Gary as number 84 circled Washougal for the last time.

Gary, all your friends miss you deeply. Godspeed.

Gary Larsen
Pasco, WA

Blue Flag

The AMA Roadrace Advisory Committee's decision against using the blue flag at AMA Nationals was ostensibly made out of concern for rider safety, but it does not help under close scrutiny.

Given a sufficient turnout of experienced flaggers, the concern that blue flagging would compromise the "normal duties" of marshals ceases to be a problem. In fact, with a blue flagger monitoring incoming traffic, the "buddy system" allows the other flagger to concentrate totally on the crash zones without worry about a freak incident blind siding him/her. Safety is increased for *all* participants. On this note, I urge the AMA, the racers themselves, and anyone else concerned to get more involved in making the job easier for your local corner workers. A pat on the back and a simple thank you just isn't enough. If you people want the highest standard of safety available, get active.

The seemingly plausible excuse that "any action a rider may take after being shown the flag could be hazardous to the riders behind them..." actually reveals profound ignorance of what the blue flag means.

The blue flag tells a rider that he is about to be overtaken. It does not mean he should immediately change his line to make room for anyone. Rather, he should hold his line and be predictable. It's still the responsibility of the passer to make the safe pass. How often have you seen a back marker, surprised at being blitzed, move over on the *second* fast guy coming through?

By seeing blue, the slower guy will know the freight train is coming. Forewarned is forearmed. They wouldn't use the blue flag at GP level for bikes and cars if it didn't work.

An added twist to this controversy becomes apparent with the recent statement in favor of blue flagging by Roger Edmonston, perhaps provoking knee-jerk activity from the enemy camp. Could politics once again be rearing its ugly head? One would hope not, considering that lives may be on the line.

Based on my personal experience, I feel comfortable in stating that fully staffed races run with blue flags are safer than otherwise fully staffed races run without them. The AMA can do what it wants; it will anyway. On this issue, the AMA is wrong. Maybe if Ron Barrick actually gets to use his FIM Clerk of the Course accreditation, somebody up there will get it.

John M. O'Connor
Alton, NH

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ON THE FRONT COVER

Smokin Joe's Miguel DuHamel does it again at the East St. Louis National RR. See page 6. Photo by Henny Ray Abrams.

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AUGUST 1995 SCHEDULE ON ESPN

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	8/6	2:00-2:30am	& Monday	8/7	5:00-5:30pm
Sunday	8/13	3:00-3:30am	& Tuesday	8/15	5:00-5:30pm
Sunday	8/20	3:00-3:30am	& Wednesday	8/23	5:00-5:30pm
Sunday	8/27	2:30-3:00am	& Monday	8/28	5:00-5:30pm
PACIFIC TIME					
Saturday	8/5	11:00-11:30pm	& Monday	8/7	2:30-3:00pm
Saturday	8/13	12:00-12:30am	& Tuesday	8/15	2:00-2:30pm
Saturday	8/19	11:30-12:00am	& Wednesday	8/23	2:00-2:30pm
Saturday	8/26	11:30-12:00am	& Monday	8/28	2:00-2:30pm

AUGUST 1995 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Saturday	8/5	7:00-7:30am	& Saturday	8/5	4:00-4:30am
	8/5	6:30-7:00pm	&	8/5	3:30-4:00pm
Saturday	8/12	7:00-7:30am	& Saturday	8/12	4:00-4:30am
Saturday	8/19	7:00-7:30am	& Saturday	8/19	4:00-4:30am
Saturday	8/26	7:00-7:30am	& Saturday	8/26	4:00-4:30am

The dog days of Motocross are upon us, and with Millville and Washougal ahead, Jeremy McGrath is red-lining toward his first ever outdoor title.

Same story–different track. The unofficial countdown is on as Honda's Miguel DuHamel edges closer to Wayne Rainey's record six in a row Superbike wins.

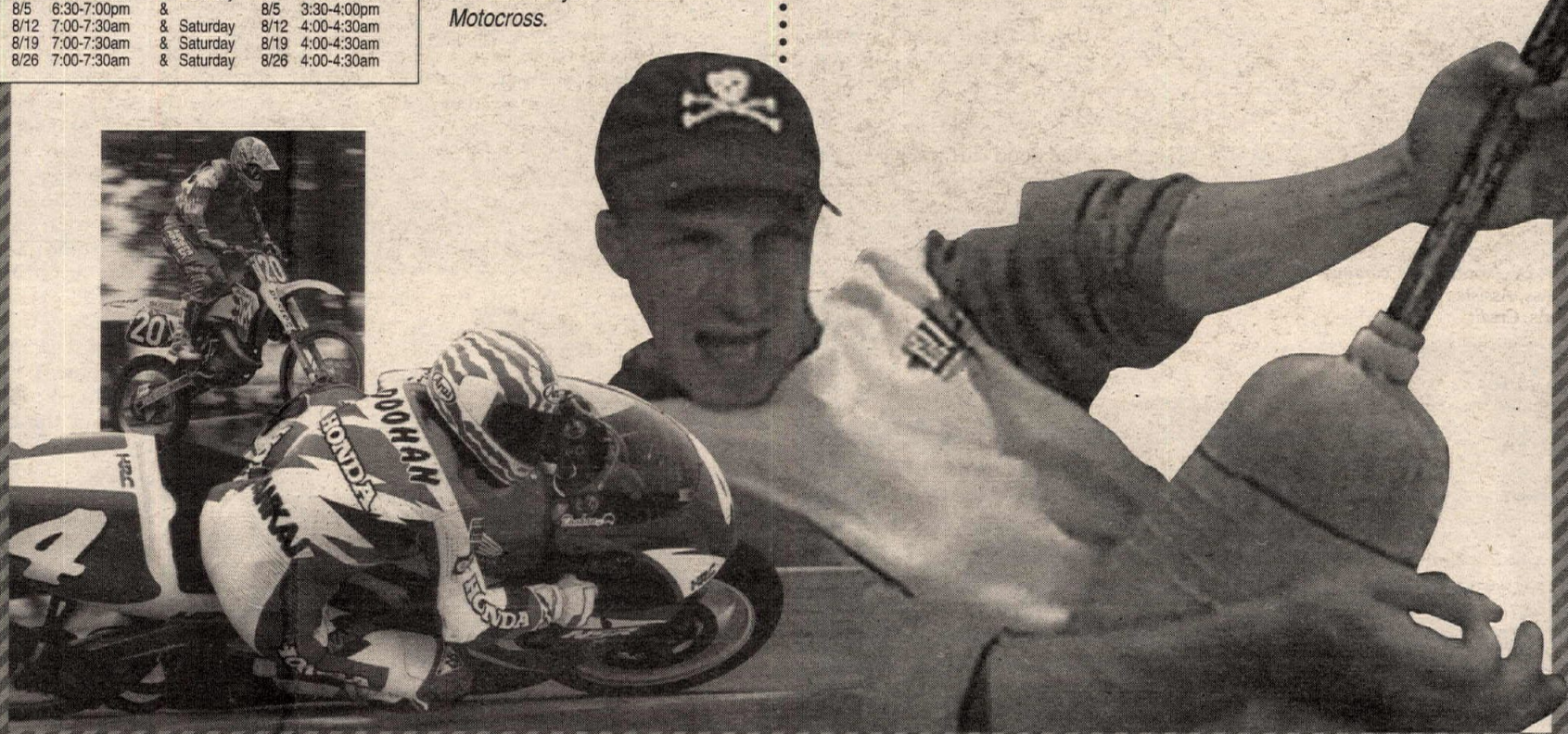
Join MotoWorld in August for more on these stories and highlights from the Nevada Rally and the Loretta Lynn Amateur Motocross.

Italy, beautiful women, sunny beaches–and twelve hours of eating sand behind the gear-grinding host of MW2! Talk about a hard-core enduro, man.

Next, the big guy's in action at the World Superbike round from Laguna Seca. They're all going to be there–Fogarty, Edwards, Corser, Slight, Bernardo–everybody!

AUGUST 1995 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
			Tuesday	8/1	3:00-3:30am
Sunday	8/6	12:30-1:00pm	& Monday	8/14	3:00-3:30am
Sunday	8/20	4:30-5:00pm	& Monday	8/28	3:00-3:30am
PACIFIC TIME					
			Tuesday	8/1	12:00-12:30am
Sunday	8/6	9:30-10:00am	& Monday	8/14	12:00-12:30am
Sunday	8/20	1:30-2:00pm	& Monday	8/28	12:00-12:30am



U.S. Supercross Series

AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Charlotte, NC	Mon	8/14	10:30-11:30pm	& Mon 8/14	7:30-8:30pm
Irving, TX	Mon	8/28	11:00-12:00am	& Mon 8/28	8:00-9:00pm

AMA Motocross Series

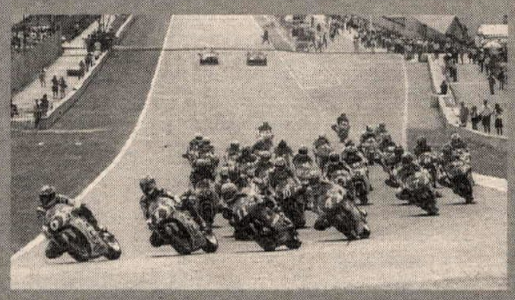
AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Buchanon, MI	Thur	8/3	4:30-5:30am	& Thur 8/3	1:30-2:30am
Troy, OH	Sun	8/13	4:00-5:00pm	& Sun 8/13	1:00-2:00pm
New Berlin, NY	Sat	8/19	12:00-1:00pm	& Sat 8/19	11:00-12:00pm

AUGUST 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Troy, OH	Sun	8/6	10:30-11:30pm	& Sun 8/6	7:30-8:30pm
New Berlin, NY	Sat	8/26	11:00-12:00am	& Sat 8/26	8:00-9:00pm
	Sun	8/27	3:00-4:00am	& Sun 8/27	12:00-1:00am
Millville, MN	Mon	8/28	8:00-9:00pm	& Mon 8/28	5:00-6:00pm
	Tues	8/29	2:00-3:00pm	& Tues 8/29	11:00-12:00pm

World Grand Prix Series



AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
GP of France	Sun	8/6	12:30-1:30pm	& Sun 8/6	9:30-10:30am
GP of Great Britain	Fri	8/11	12:30-1:30am	& Thu 8/10	9:30-10:30pm

AUGUST 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Great Britain	Sat	8/5	7:00-8:00pm	& Sat 8/5	4:00-5:00pm

ESPN · SEALS COMMUNICATIONS CORPORATION · espn2

Round 8: Gateway International Raceway

Red hot

By Paul Carruthers
Photos by Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 13

Thanks to triple-digit heat and high humidity, some of the toughest competition that Miguel DuHamel ended up facing at Gateway International Raceway was Miguel DuHamel. "I was having arguments with myself out there," the French Canadian said after putting the finishing touches on his fifth straight AMA Superbike victory. "I kept telling myself, stay concentrated."

Concentration was a little difficult to keep as the unwavering heat that has plagued the Midwest throughout the summer was in full tilt when the AMA Superbike Series arrived in the middle of August. DuHamel, though, was not only able to beat the heat, he was also able to beat his superbike rivals after 22 grueling laps (shortened from a scheduled 29 laps due to the heat) in appalling conditions. But it was close.

In what turned out to be a thrilling National, Smokin' Joe's Honda's DuHamel ended up winning by just over a second, topping Vance & Hines Yamaha's Tom Kipp and Muzzy Kawasaki's Pascal Picotte after a race-long fight that featured a little bit of everything. Only Picotte and DuHamel took turns at the front, but the hard-riding Kipp was impressive, fighting through from fifth place to get second with a pass on Picotte only two laps from the finish. By then, DuHamel had his sights set on the finish line and his fifth straight win, putting him only one victory behind the record for consecutive superbike wins, currently held by three-time World Champion Wayne Rainey, who won six in a row in 1983.

Fourth place and the fastest lap of the race went to championship leader Mike Hale and his Smokin' Joe's Honda RC45. The young Texan never really got comfortable with the technical and rough Gateway International Raceway layout, and by day's end his lead in the championship had for all practical purposes evaporated. With two races remaining on the schedule, Hale only leads his teammate DuHamel by a single point, 227-226. Yoshimura Suzuki's Fred Merkel, sixth today, is third with 202 points, just four clear of Kipp's 198.

Fast By Ferracci Ducati's Mike Smith ended the day with a fifth-place finish on the all-red 916, riding alone for the majority of the race after losing touch with the lead foursome. Smith ended up some 14 seconds behind Hale but roughly 24 seconds ahead of Merkel. Harley-Davidson's Doug Chandler had his finest outing on the black-and-orange VR1000, finishing a season-best seventh. The former Grand Prix rider bested Valvoline Suzuki's Tray Batey at the finish line, the 35-year-old Batey turning in a splendid ride in what was his first AMA outing on a superbike.

Pole-sitter Steve Crevier (see sidebar) ended up a disappointed ninth on the Muzzy Kawasaki with Yoshimura Suzuki's Thomas Stevens rounding out the top 10.

The crowd - estimated at 8,500 by the AMA - battled the scorching heat as the race got started in the afternoon sun with Picotte getting a flyer from the front row.

Fast By Ferracci's Freddie Spencer was already in trouble by this point, having stalled on the line. He was pushed off in dead last and would circulate for eight laps before pulling in.

"We put a new clutch in and I knew it would be sensitive," Spencer said later. "It just engaged, there was nothing to grab. After that, I just didn't think the tire would've lasted. I saw where I was - I just didn't have a good feeling about it." Spencer had bruised his right knee on a curb during qualifying.

Meanwhile, at the front, things were heating up with Picotte leading Smith, DuHamel, Kipp, Team Mirage's Dale Quarterley, and Hale with a gap to Crevier, Merkel, Chandler and Batey as the group put two laps in the books.

Picotte continued to lead, with DuHamel getting by Smith on the fifth lap to begin his challenge for the lead. Hale, meanwhile, had moved past Quarterley before also passing Kipp; by the ninth lap, Hale was third with a gap back to Smith and Kipp. At this point it appeared that it would be a three-man race to the finish.

But Kipp wasn't out of it, he was simply trying to adjust to riding without his right knee puck.

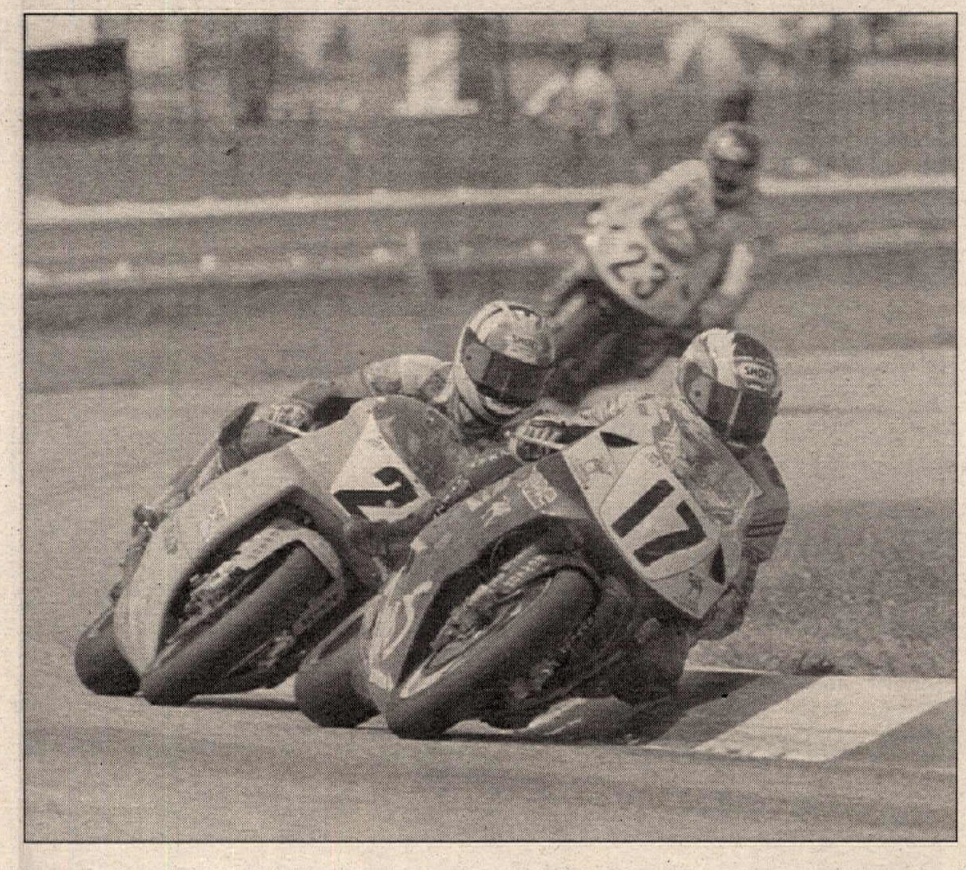
Shortly thereafter, DuHamel took the lead for the first time - on lap nine.

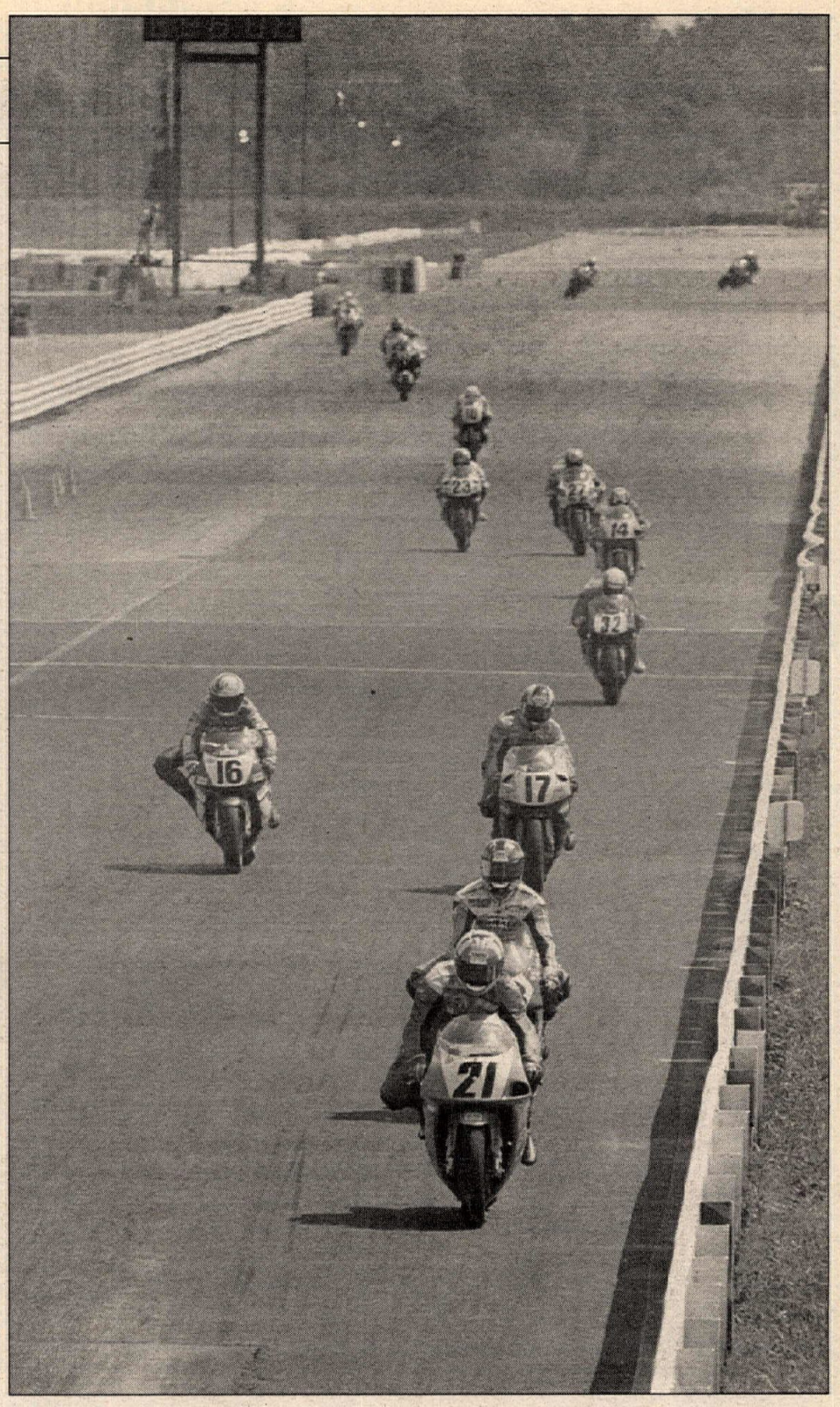
"It was really hot, then even a little hotter than that," DuHamel said later. "I was getting all the heat from Pascal's bike. My bike was running 100, 99 degrees. I took the lead and thought it would be better and cool down. I put a pass on him, but he passed me back."

Picotte's retaliation pass came on the 13th lap, and it would stick until the 18th lap. At that point, DuHamel came by on the exit of turn four.

"The heat was unbearable," DuHamel said. "I couldn't see my board very well, I kept seeing Hale's board in front of it. I clipped a curbing hard through the kink. I looked down and it was 'Thank God the footpeg is still there.' At the end I didn't want to go too

(Opposite page) The AMA Superbike National gets underway at Gateway International Raceway near St. Louis. Pascal Picotte (21) gets the jump on the field, with Mike Smith (68) ready to tuck in behind the French Canadian. (Right) Picotte continues to lead at the end of the first lap, with Tom Kipp (16) already experimenting with the inside line that he would later use to pass several riders. (Below) By race's end, it was a battle between Miguel DuHamel (17), Pascal Picotte (21) and Kipp. Mike Hale (23) was also a factor.





hard and chunk a tire. I just knew I had to be in front by turn six; coming out of four is where I passed him."

Picotte didn't retaliate, instead he was left to try to fend off Kipp in the late stages of the race.

"I got the lapped riders at the right spot - except at that chicane," Picotte said later.

Kipp, though, was at the top of his game. On the 13th lap, Kipp got by Smith and started to close on Hale. On the 18th lap, Kipp shot up the inside of Hale heading into turn one, a right-hander at the end of the drag strip. He couldn't make the pass stick, however, as he drifted wide on the exit, allowing Hale to come back underneath.

But that would be the last time that Kipp's turn-one exploits would fail. It would work a lap later. And then again. This time it was Picotte who served as the victim going into turn one on the 20th lap. Kipp then moved up to the rear of DuHamel, but he didn't have enough to beat the Honda rider.

Oh, Canada

Muzzy Kawasaki's Steve Crevier (right) earned his first-ever AMA Superbike pole position as he lead a 1-2-3 performance by Canadians during qualifying for the eighth round of the AMA Superbike National Championship at Gateway International Raceway.

There weren't many in the paddock who weren't happy for Crevier, including those he topped to take his first-ever pole position - most notably the man he squeaked by at the very end to snatch the pole, Pascal Picotte.

"I'm really happy for Steve after all these years," Picotte said.

Crevier's fast lap came very late in the session, after a few blunders.

"It was so hot, I waited a while to go out," Crevier said. "I had a hard-compound tire on and one-tooth-shorter gearing. Then the temperature gauge fell out and then the whole cluster broke off. It was all lying in the fairing. I came in and took one tooth off the rear. There was six minutes left in the session so I went out to pop off a good time. Then my willy started getting wet; fuel was splashing on my crotch area. I got a gas cap and got four more laps. On the last lap I got a good drive and I think that's what got our time. I'm really happy."

With Crevier's lap of 1:29.919 leading the way, his teammate Picotte was just off the mark with a 1:29.948 - and it was Crevier who may have ruined Picotte's chance for a better lap. Crevier came out of the pits and went right in front of Picotte who was on a hot lap.

"It was my last lap," Picotte said, smiling at his teammate. "I had to slow down - he was right in the racing line. I knew I was able to do a 29 - that was my goal. I just need three qualifying tires every weekend."

Not surprisingly, it was Miguel DuHamel who was third quickest, turning in a 1:29.970. The French Canadian would have liked to have earned pole position - just to get the extra championship point that goes along with it.

"I was really disappointed," DuHamel said. "Maybe I was a little too confident. I took it easy and waited, and I couldn't put the laps together. I crashed but didn't do any damage when I finally went out - as it turns out I needed those lost minutes. It cost us the pole. You won't see us wait for 13 minutes in pit lane again."

Three Canadians on the front row. It led many to believe that Gateway must resemble race tracks in Canada.

"I told my dad, 'it's bumpier than bumpy,' " Crevier said. "It's a typical Canadian race track. It's a lot like Westwood - bumpy and technical. Getting pole means a lot to me, but I don't get too emotional. But I think if you see me win a Superbike National you'll see me get emotional."

The front row would be filled by Vance & Hines Yamaha's Tom Kipp: "I did my qualifying time on my race setup," Kipp said. "I was basically saving myself for my supersport race. I wanted to have at least 20 minutes between qualifying and my race. I just came in and cooled down, put my feet in ice. I think I very well could have taken pole. I think we'll do 31-flats in the race. Passing will be a problem. I've sat for half a lap trying to get past riders."

The second row was led by Fast By Ferracci's Freddie Spencer, just clear of Smokin' Joe's championship-leading Mike Hale, Ferracci's Mike Smith and Vance & Hines Yamaha's Jamie James, a questionable starter after a practice crash.

"I can go faster," Hale said. "I'd like to have the bike a little better; it could be better in the rough stuff. We had some problems with mechanical stuff that cost us some time on Friday. I'm thinking about the championship, but I want to win every race I go to. I might have played it a little easy in the middle part of the season, but I had to with the injury (Hale suffered broken ribs during practice at New Hampshire International Speedway). It's a fight to the end now; it's time to win races again."

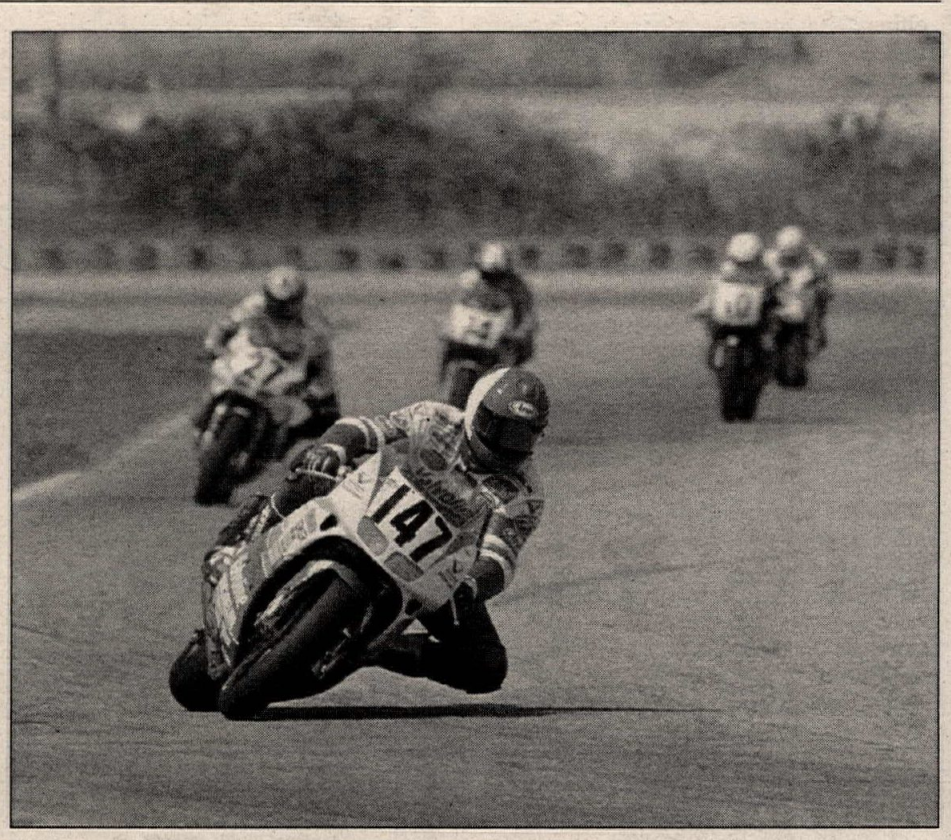
Former Gateway lap record holder Tray Batey would lead row three in what would be his first outing on a superbike.

"I've been coming here for three or four years when they pay Suzuki money," Batey explained. "It's about five hours from home. I don't have a whole lot of superbike experience, but the bike feels pretty good. You can lean over more and get more out of it. At the start of the weekend, I couldn't go faster than what I did on my Superstock bike."

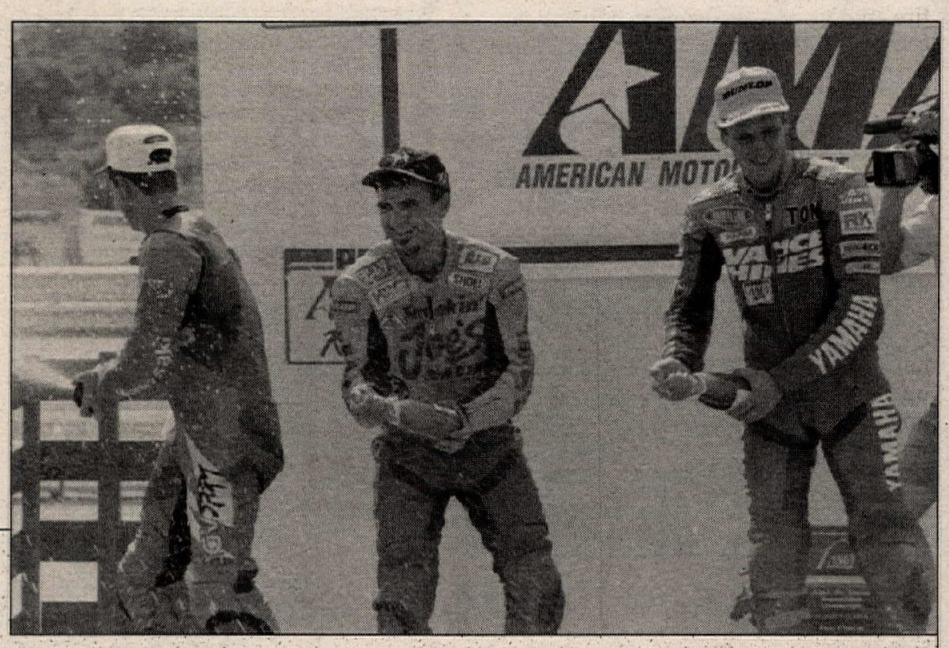
The factory Suzukis, meanwhile, were struggling. Fred Merkel was the first of the two Yoshimura Suzukis, qualifying next to Batey on the third row. Thomas Stevens would end up 13th.

"It's a lot of work," Merkel explained. "It's a tiger by the tail out here. Top three in the championship - that's what I've been going for. That would be quite an achievement."

Round 8: Gateway International Raceway



(Above left) Steve Crevier heads for St. Louis, the others in tow appear to be headed for Chicago. (Above) Tray Batey rode a Valvoline Suzuki to eighth place; here he leads Fred Merkel (27), Crevier and Harley-Davidson's Doug Chandler (10). (Below) The top three - Picotte, DuHamel and Kipp celebrate in the winner's circle.



"The second time I made it stick," Kipp said of his pass on Hale. "I think he knew I was on it. I just dug down real deep. I knew everyone was playing head games and I was too. It would have taken a 29-lap race (to beat DuHamel). He was on the gas."

"I really rode hard," Picotte said after finishing third, matching his season best at Pomona in the second round of the series. "I just wanted to stay at that pace. I was really riding hard. I know now that I can win on that bike. Before, I was down mentally. I'm really satisfied with this third place. I know now it can win - now I just have to make the jump."

Hale had slipped back some, finishing 3.8 seconds behind his teammate DuHamel and realizing that the race for the championship was about to start fresh at Sears Point in two weeks.

"I got a lackluster start," explained Hale, who reinjured his broken ribs with a crash in the Suzuka 8-Hour. "I ran up and caught the leaders, but the bike was pretty loose when I was third and I couldn't get the drives off the corners to make the passes stick. It was one of those weekends where we worked hard right up until the race. We never got the bikes where they were halfway smooth, and I wasn't that comfortable here

Briefly...

Vance & Hines Yamaha's **Jamie James** was a non-starter after crashing his Yamaha YZF750 during Friday's practice, bruising both his left hip and knee. "I'm going to get home and see how it does - I may have to get it checked," James said on Sunday morning. "It was just one of those days; one of them years, I believe." The Gateway National was James' return to racing after suffering a broken wrist at the Road America round of the championship. "I just got tossed over the handlebars in turn six. The back caught and loaded the front. I was sliding and trying to fend the bike off. I ended up sliding through a pothole off the track; that's what tore my hip up. It grabbed it pretty hard and it's severely bruised. I couldn't ride from either one of the injuries."

Though most of the riders were in agreement that Gateway International Raceway was too bumpy and didn't have enough runoff areas, most concurred that the 2.2-mile track was enjoyable. "The layout is fun - it's just way too dangerous and way too rough," **Fred Merkel** said. "But if they made it smoother they'd need Suzuka-like runoff."

Though many expected a rider uprising over safety concerns at Gateway, those concerns were never voiced - at least publicly. The AMA did an admirable job of getting the track prepared as well as possible in the days leading up to the event. AMA road race manager **Ron Barrick** was an early arrival at the facility, leading a team of mostly AMA workers who removed some 230 feet of guardrail from turns four and five.

For the AMA, after 70 years of serving as a sanctioning body, the Gateway round of the AMA National Championship Road Race Series marked the first-ever attempt at promoting a motorcycle race. "I think we've showed we can pull the right people together to do an event," AMA Pro Racing Executive Director **Tom Mueller** said. "It's been a tremendous task. Carl Reynolds came in as race director and he's been here for a month. We removed a lot of guardrail and we brought in five times as many hay bales as they've ever had here. I feel pretty good about it. I also want to thank all the riders for respecting us - it's really been appreciated and we are thanking all of them individually."

Despite the best efforts of new AMA public relations man Larry Lawrence, the St. Louis-area local media was a hard nut to crack in terms of pre-event publicity. Lawrence did his pre-event media tour with **Miguel DuHamel**, but the local newspapers and television stations did their best to ignore the race.

Miguel DuHamel took home $5,000 from the $35,000 Superbike purse for his win at Gateway. Tom Kipp earned $3,200 for finishing second and Pascal Picotte pocketed $2,500. The AMA posted $60,000 for the four purse-paying classes held.

Smokin' Joe's **Mike Hale** will return to his dirt track racing roots later in the season. The young Texan will ride an ex-Bubba Shobert Honda RS750 at the Springfield and Sacramento Miles. "It's just something that me, my dad and Ray Plumb are going to do," Hale said. "I've never ridden a Honda dirt tracker, but I'm looking forward to it."

Smokin' Joe's team owner **Martin Adams** was an interested spectator at the Brands Hatch round of the World Superbike Series on August 6 in England. "We are going to try to do Sentul (Indonesia) and Phillip Island (Australia) this year," Adams said. "We would like to do a very limited external program next year in an effort to stay sharp and to aid in rider development. We'd like to earn enough points to qualify for travel money. I was also over there exploring for R.J. Reynolds the possibility of sponsoring some team in the future. To use a fishing term, we have a bait in the water. I also plan on us having a permanent presence at Suzuka; we'd like to run a two- or three-event external schedule, but our responsibility is to defend any championship here."

Harley-Davidson VR1000-mounted privateer **Scott Zampach** said that updates to the VR1000 definitely helped it run cooler, despite the torrid heat that hit the St. Louis area for the race. "They've changed the oil pan," Zampach said. "I think they've just put some anti-sloshing baffling in there. It definitely ran a lot cooler. Something's working better." Zampach finished 12th in the National, his best superbike finish of the season.

Just how hot was it? **Miguel DuHamel** said it was equal to the hottest conditions he'd ever raced in. "It ties the Suzuka 8-Hour in 1990," DuHamel said. "You get off the bike and you can't breathe," Kipp concurred.

Tray Batey was impressive in his AMA Superbike debut on the ex-Chuck Graves Valvoline Suzuki. Batey, the track record holder prior to the AMA race coming to town, ended up finishing eighth. Why wasn't Graves on the Suzuki GSXR750? "Obviously we weren't going anywhere with Chuck riding the bike," team captain John Ulrich said. "Chuck said the motorcycle had some deficiencies, but that was after he'd said the bike was fine and he had to ride it harder. The motorcycle is better than last year, but the results weren't as good. It was time to try something else. We needed a second opinion on the bike."

What's made DuHamel so tough during this five-race win streak? "I've been giving it everything I've got," DuHamel said. "He's using his head and he's got his head down more than anyone else out there," **Tom Kipp** said.

Al Salaverria will be back on his Ducati for the Sears Point round of the championship on August 27. The Californian rode a Moto Liberty Honda RS250 in the 250cc Grand Prix race at Gateway, but will campaign both classes at his home track in Sonoma, California.

either. This morning I just said, 'screw it, I'm just gonna ride it.' I'm learning. I came in here thinking that I had to win races. I've got to win and I plan on it. The season isn't over. I feel better every day, physically, and I've got two weeks to train. I felt the heat, but everyone else was in the same heat, so I don't think it hurt."

Smith rode to a lonely fifth place. Ditto for Merkel, all alone after passing Batey on the 13th lap. Behind them, though, the battle for seventh went the distance. Batey held it for most of the race, but Chandler finally moved around Crevier and was able to attack Batey right at the flag.

"That was enjoyable," Chandler said. "I would have liked to have gotten one more. It took me too long to get Crevier, but this was the first race we've done where it stayed consistent the whole race - that's a good feeling. It was the same at the end as it was in the beginning. I think I would have stayed with that front group if I'd gotten up with them. That's my best race of the year. I knew he (Batey) was the next guy. He looked like he was physically exhausted."

Crevier was disappointed after having shown so much promise in earning the first AMA superbike pole position of his career. "The start was pretty bad," the Canadian said. "I was ready; I just didn't get a good start. I chose a harder tire and it was a bad choice. It just never came in and it slid a lot. (Doug) Chandler rode really good - I was holding him up."

Quarterley barely managed to finish the race after running strongly early on; the Team Mirage Ducati went on one cylinder and the New Englander had to cruise around in order to finish an eventual 21st, two laps behind the leaders.

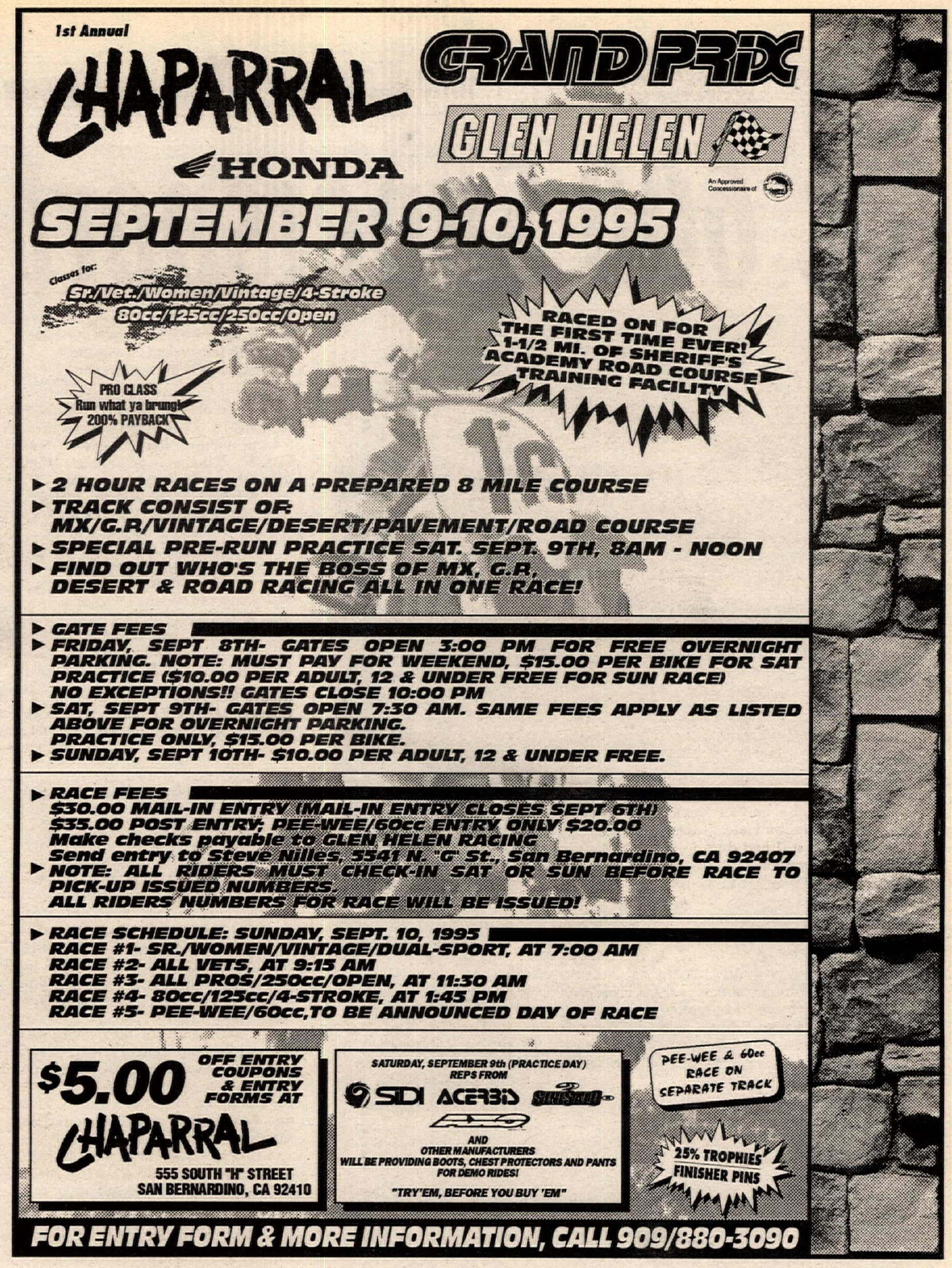
"It went to just one cylinder - if that," Quarterley said. "I rolled on the throttle out of turn two and it just went BRRRP - on one cylinder and it wasn't even a good one. It's got more than one thing wrong with it." CN

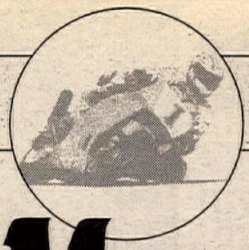
Gateway International Raceway
Fairmont City, Illinois
Results: August 13, 1995

SUPERBIKE QUALIFYING: 1. Steve Crevier (1:29.919); 2. Pascal Picotte (1:29.948); 3. Miguel DuHamel (1:29.970); 4. Tom Kipp (1:30.292); 5. Freddie Spencer (1:30.338); 6. Mike Hale (1:30.501); 7. Mike Smith (1:30.896); 8. Jamie James (1:31.283); 9. Tray Batey (1:31.344); 10. Fred Merkel (1:31.589); 11. Dale Quarterley (1:31.769); 12. Doug Chandler (1:31.851); 13. Thomas Stevens (1:32.191); 14. Chris Carr (1:32.973); 15. Eric Moe (1:33.258); 16. Scott Zampach (1:34.640); 17. Andy Deatherage (1:35.084); 18. Aaron Yates (1:35.690); 19. Andy Fenwick (1:35.841); 20. Jeff Reeves (1:36.572); 21. David Deveau (1:37.084); 22. Todd Harrington (1:37.256); 23. Mark Oldham (1:37.317); 24. Mark Black (1:37.572); 25. Mark Miller (1:37.679); 26. Jim Dickenson (1:37.936); 27. Matthew Macheca (1:38.603); 28. Seth Hahn (1:39.105); 29. Lorne Banks (1:39.320); 30. Anthony Lupo (1:39.474); 31. Ben Welch (1:40.321); 32. Kurt Dillman (1:40.453).

SUPERBIKE NATIONAL: 1. Miguel DuHamel (Hon); 2. Tom Kipp (Yam); 3. Pascal Picotte (Kaw); 4. Mike Hale (Hon); 5. Mike Smith (Duc); 6. Fred Merkel (Suz); 7. Doug Chandler (H-D); 8. Tray Batey (Suz); 9. Steve Crevier (Kaw); 10. Thomas Stevens (Suz); 11. Chris Carr (H-D); 12. Scott Zampach (H-D); 13. Eric Moe (Kaw); 14. Jim Dickenson (Suz); 15. Jeff Reeves (Duc); 16. Mark Black (Suz); 17. Ben Welch (Yam); 18. Todd Harrington (Kaw); 19. Kurt Dillman (Kaw); 20. Lorne Banks (Kaw); 21. Dale Quarterley (Duc); 22. Andy Fenwick (H-D); 23. Freddie Spencer (Duc); 24. Anthony Lupo (Kaw); 25. Seth Hahn (Suz).
Time: 33 min., 37.225 sec.
Distance:
Average Speed: 86.376 mph.
Margin of Victory: 1.308 sec.
Fastest Lap: Mike Hale, 1:30.536, Lap 4.
SUPERBIKE C'SHIP POINT STANDINGS (After 8 of 10 rounds): 1. Mike Hale (227/1 win); 2. Miguel DuHamel (226/5 wins); 3. Fred Merkel (202); 4. Tom Kipp (198) 5. Freddie Spencer (165/1 win); 6. Dale Quarterley (163); 7. Thomas Stevens (158); 8. Mike Smith (145); 9. Pascal Picotte (144); 10. Steve Crevier (136); 11. Donald Jacks (128); 12. Eric Moe (126); 13. Chris Carr (97); 14. Doug Chandler (82); 15. Jeff Reeves (81).

Upcoming Rounds
Round 9 - Sonoma, CA, August 27
Round 10 - Chandler, AZ, September 24





ROAD RACE
AMA HP4 600cc Supersport Series

Round 9: Gateway International Raceway

Mr. 600 Supersport

Steve Crevier (4) leads Miguel DuHamel (117) and Tom Wilson (2) with the Gateway Arch in the background.

By Paul Carruthers
Photos by Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 13

You can't help but get the feeling that you could throw Miguel DuHamel into a war zone armed with nothing but his Smokin' Joe's Racing Honda CBR600 F-3, and he would come out unscathed and smiling.

Such was the case at the battle-torn Gateway International Raceway. DuHamel fought triple-digit heat, a host of angry rivals and a rough-and-tumble race track to win his sixth consecutive 600cc Supersport race and his seventh of the nine-race-old series.

The others know they're in trouble when they line up with the man who is the undisputed King of 600cc Supersport racing - the AMA's all-time win leader in the production-based class.

"I knew I couldn't run away from Miguel," said second-place finisher Steve Crevier. "I knew he'd have something. He was saving himself for the Superbike race and then he just decided to come past. He doesn't just go by, he flies by. He didn't care about leading the race - he knew he could pass anywhere."

If his rivals sound beaten before they start, they have every right to be. DuHamel is in a masterful mood and the 600cc class is his domain.

Crevier was the man who came closest to topping the French Canadian, and he was only a scant 0.470 second behind after 18 laps in unbearable conditions. But second place was really all the Muzzy Kawasaki rider could hope for and he knew it.

"They (the Honda team) really have things dialed in over there," Crevier said.

Third place went to Kinko's Kawasaki, the Ohioan continuing to impress with his third rostrum finish of the year. Crevier's Muzzy Kawasaki teammate Pascal Picotte rode hard to finish fourth, clear of early leader Jamie Bowman on the Moto Liberty Honda. Erion Racing's Michael Barnes, Smokin' Joe's Mike Hale, Hyd-Mech Saws' Owen Weichel, Erion's Larry Pegram and Racer's Edge's Dale Kieffer rounded out the top 10 finishers.

DuHamel's red-hot run of late has put him in position to easily capture his third AMA 600cc Supersport National Championship. DuHamel now leads Hale by 55 points with 70 points still up for grabs in the final two rounds, 307-252. Bowman is third in the standings with 220 points, just seven clear of Wilson and 10 ahead of Barnes.

The race began with Weichel shooting to the front as the pack headed into the tight and slippery turn one; with Bowman and DuHamel leading a freight train of wanna-be leaders. At the end of the first lap, it was Bowman with the lead as he shot past the Canadian's Kawasaki on the front straightaway. Bowman had his head down, and the Floridian quickly opened up a gap to Weichel, who was holding off DuHamel, Creiver, Picotte, Wilson and Barnes. Hale got a bad start and was barely in the top 10.

On the third lap, DuHamel moved by Weichel, who started a slip that would see him eventually finish eighth. Crevier was the next one to move past Weichel and two laps later the Kawasaki rider also moved past DuHamel. But they weren't catching Bowman who still seemed to be hell-bent on running away.

"I just didn't get as good of a start as I wanted," DuHamel said later. "If I had, I would have tried to pull away. I just stayed back there and I thought Bowman would use up his tires, based on his lean angles."

By the seventh lap, the complexity of the race began to change with Crevier moving in to challenge Bowman. Wilson, too, was on the charge as he moved by Picotte to take over fourth. Hale, meanwhile, was up to seventh, the final man to move around Weichel.

Crevier took the lead from Bowman on the 10th lap, with a daring pass in turn four. DuHamel wasn't about to let Crevier get a break, and he also moved around Bowman. At the completion of the 10th lap, Bowman had seemingly found reverse, slipping from first to fourth in a matter of 2.2 miles. He wouldn't stop there as Picotte also passed him, the Floridian eventually settling into a fifth-place finish, well behind the lead quartet.

Crevier continued to lead, all the while knowing that DuHamel would eventually come by. That came on the 15th lap, in turn five. Crevier gamely held on, but he didn't have enough to return the favor.

"I was pushing kind of hard through that fast left-hander," Crevier said. "I was skating the front end into the right-hander. I lost the front one time in fourth gear. I was right out of shape. I saved it, smoke was coming off my knee and the tires. From that point on, I just tried to nurse it."

Wilson, meanwhile, was also in the hunt until the very end, as was Picotte.

"I had a couple of spots where I probably could have stuck it in," Wilson said later. "But it's so bumpy you don't want to take any chances."

"When Crevier came by I thought, 'OK, maybe he'll help catch me up,' " DuHamel said. "With five to six laps to go, I made a move and just tried to hang on. I decided to go for the gusto. I had to pass and put some distance on him. I wanted just a little gap, just to feel comfortable." CN

Gateway International Raceway
Fairmont City, Illinois
Results: August 13, 1995

600cc SUPERSPORT: 1. Miguel DuHamel (Hon); 2. Steve Crevier (Kaw); 3. Tom Wilson (Kaw); 4. Pascal Picotte (Kaw); 5. Jamie Bowman (Hon); 6. Michael Barnes (Hon); 7. Mike Hale (Hon); 8. Owen Weichel (Kaw); 9. Larry Pegram (Hon); 10. Dale Kieffer (Hon); 11. Rad Greaves (Hon); 12. Hikaru Miyagi (Hon); 13. Brian Parriott (Hon); 14. Charles Chouinard (Hon); 15. Ben Bostrum (Hon); 16. Brett Metzger (Hon); 17. Andrew Milton (Hon); 18. Michael Cage (Kaw); 19. Scott Martin (Hon); 20. Russell Katzenberger (Kaw); 21. James Randolph (Kaw).
Time: 28 min., 31.860 sec.
Distance: 18 laps, 36 miles.
Average Speed: 83.278 mph.
Margin of Victory: 0.470 sec.
AMA 600cc SUPERSPORT C'SHIP POINT STANDINGS (After 9 of 11 rounds): 1. Miguel DuHamel (307/7 wins); 2. Mike Hale (252/2 wins); 3. Jamie Bowman (220); 4. Thomas Wilson (213); 5. Michael Barnes (210); 6. Hikaru Miyagi (205); 7. Steve Crevier (202); 8. Pascal Picotte (178); 9. Larry Pegram (167); 10. Owen Wiechel (150).

Upcoming Rounds
Round 10: Sonoma, California - August 28
Round 11: Chandler, Arizona - September 24

AMA 250 Grand Prix
Round 8: Gateway International Raceway

Filice back on top

By Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 13

It was the kind of dominating performance that we've grown accustomed to seeing from Rich Oliver this year, but this time it was turned in by his old friend and rival Jimmy Filice. Following his non-finish in the last round at Brainerd, where he showed up with a machine that wasn't ready to race, Filice rejoined forces with Ed Toomey and the pair notched up their 14th win together, running away with the red-flag-interrupted 250cc Grand Prix race at Gateway International Raceway on a day that series leader Rich Oliver fell, literally, by the wayside.

The expected showdown between the past and present champions materialized in the early parts of the race, with Oliver leading early before Filice took the point on the sixth of 18 scheduled laps. But the race was red-flagged on that same lap and restarted after a short delay.

The second portion of the race would be 13 laps and, on the second try, Filice got the jump with Oliver ending the first lap in fifth place. Slashing through the leaders, Oliver was making his move into second when he fell two turns from the end of the lap, quickly remounting, and getting away in last place. He worked his way back up into 12th place when his Team Oliver Yamaha went on one cylinder, ending his day. He was credited with 16th place.

Meanwhile, Filice was flying and, after a minor threat from Team Oliver's Chuck Sorensen, the diminutive Californian quickly drew away to win his first AMA race in over a year by 7.353 seconds.

"Ed (Toomey) just gives me so much confidence. I believe in him so much," said Filice after moving back into a tie with Oliver for most career 250cc GP wins with 21. "The team's pretty hard to beat now."

The victory, his first AMA win since the 1994 Daytona 250cc GP race, was

worth $2,000 from the $10,000 250cc Grand Prix purse. For finishing second, Sorensen earned $1,500.

Sorensen had closed to within two seconds of Filice at one point; then the former champion put his head down and started gaining a second a lap. It was then that Sorensen realized that his championship placing was more important than taking unnecessary risks.

"I had a few scares," Sorensen said. "I thought so much about the points that I didn't want to throw away second place. I wanted to keep Team Oliver on the podium after Rich (Oliver) fell down."

The battle for third was the best of the race, with Zero Gravity's Nick Ienatsch hounding the World Sports Imports Yamaha of Bobby Keith right up to the final corner. That's when Ienatsch found the opening that Keith made the mistake of leaving, squeezing by on the inside of the dangerous left-hander onto the front straight drag strip, and weaving his way to third. Keith was a shadow fourth with Jeff Vos fifth after breaking away from the pack.

Sixth place went to Al Salaverria, the San Franciscan riding the Moto Liberty Honda in place of the injured Takahito Mori and moving up from eighth to sixth on the last lap. His chance of a win was effectively squashed when he was given a "meatball" stop-and-go penalty for jumping the second start.

Fabweld's Greg Esser, Cine Camera's Jason Paden, Mark Foster, and DeRonne True Value Hardware's David DeRonne filled out the top 10.

Despite his DNF, Oliver maintained his lead in the 250cc Grand Prix National Championship. With two races left, he leads Ienatsch, 257-232. Sorensen is third at 224 with Mike Sullivan third at 174.

Sullivan was 13th today after crashing on the ninth lap; he remounted but finished a lap down. Also crashing out was veteran Randy Renfrow. The Honda-mounted Virginian went down on the third lap after running off the track outside of turn one, then crashing when he rejoined the pavement. He injured his left foot and was to seek medical treatment late in the day.

The 250cc GP was the last race on a stiflingly hot Midwestern afternoon, with 20 riders taking to the 2.2-mile course.

Oliver and his teammate Sorensen led the way with Filice and Sullivan next, then a gap to Renfrow, Salaverria, Ienatsch and Keith.

The top four made a break by the end of the second lap and on the third Filice began his charge. He was third ending lap three, then second a lap later and into the lead on the sixth lap. That's when the race was red-flagged when Roland Sands crashed, injuring his left foot.

Renfrow had gone out a few laps earlier after drifting too wide exiting turn one, leaving the track, then coming back on and getting thrown down.

"It was a stupid, very silly mistake," Renfrow said, an ice bag on the instep of his left foot. "The way things were going I thought I could ride with those guys."

The field was regridded and on the second try it was Filice getting the jump from Salaverria, Sullivan, Sorensen, Vos, and Oliver. Salaverria's jump was deemed too good by the AMA official standing right next to him and he was given the "meatball" flag.

"I didn't think I jumped the flag," Salaverria said. "It was the same exact start I made in the first race. Then they meatballed me." Salaverria came in at the end of the third lap, served his time, and crossed the line in 11th a lap later.

Oliver was down on the second lap, throwing his arms up in the air after getting to his feet, then getting back down to business.

"I went in way too fast and bounced the front end. I went across the grass, hit the mud, spun out, then got back going," Oliver said. "I was running good, getting back into the top 10 when I dropped a cylinder. I wanted to stay back out there in case someone else went out."

By the third lap Filice was pulling away and had better than three seconds ending the fourth of 13 laps. Sorensen moved into second on the fifth and shrunk the lead to about two seconds, holding it there for three laps before Filice gassed it up, gaining better than a second a lap until slowing down at the end.

"I pushed it hard a while and overheated, then I backed off a little and that's when Chuck (Sorensen) gained. I put my head down and pulled it back out. I was just concentrating on breathing, deep breathing. It was hot out there. It was a scorcher."

It was a successful end to a day that didn't start very well for Filice. He crashed in Sunday morning's practice, then made the mistake of riding the Ross Baron Racing Yamaha back to the pits. That allowed the engine to ingest a quantity of dirt and Toomey had to tear the engine down to the crank. "He put it back together better than it was," Filice said.

Sorensen said that he knew that, when he was catching him, Filice was "in somewhat of a cruise mode. I knew what I could do from the first start. I wanted to come back up here and get some points back," he said from the winner's stand.

He'd been able to pull clear of Sullivan, the Champion Land & Development/Simpson Construction/Dick Wall-backed Yamaha rider who was well in front of the battle for fourth when he crashed in turn six.

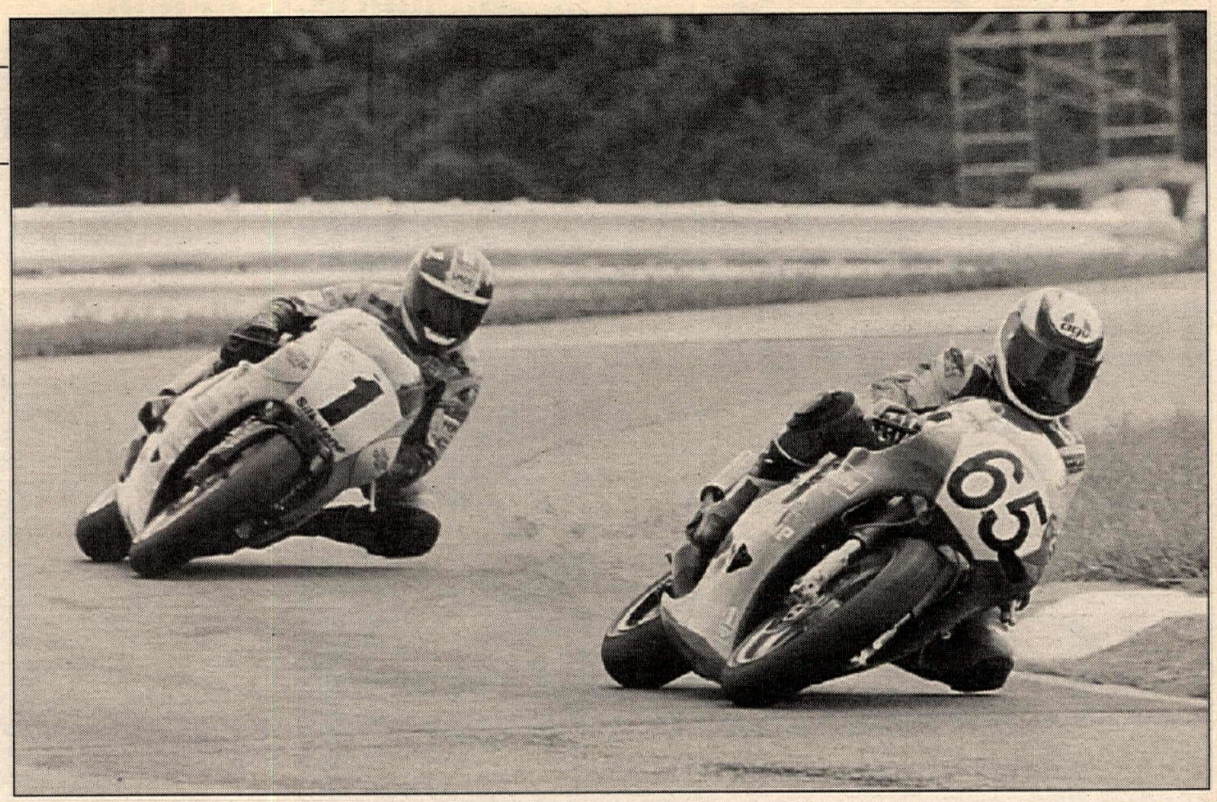
"I'm just an idiot," the disappointed Sullivan said afterwards. "I put it in a little too hard. I'd just gotten by Rich (Oliver - who was being lapped). I put on the brakes, peeled it over, and the front end just tucked."

That made the Keith-Ienatsch battle the fight for the last podium spot. The duo had paired up early in the second race and, though Keith was in front, it wasn't by much. And as the race wore on, Ienatsch inched ever nearer, closing down on Keith with two laps to go. Ienatsch knew where he was better than Keith and he knew there were three chances on the final lap.

"I took the last one and made it work," Ienatsch said after passing Keith in the final corner and losing the front end, then saving it, in the process.

"I tried to stay ahead of him and block the inside line. In the very last turn I drifted wide and he got by," Keith said after notching his best career AMA 250cc GP finish. "Jefferson Burks (Keith's tuner) did an excellent job. My bike was faster than Nick's. It was especially good in the upper midrange. It had a real good hit that carried me off the turns."

Vos checked out from the pack with three laps to go, taking an untested fifth, with Salaverria moving up to sixth on the final lap in his first race of the season on a 250. It was also his first time aboard a Honda RS250, and his first outing on Bridgestone tires.



(Right) Jimmy Filice (65) won his first race in over a year at Gateway; here he leads Rich Oliver (1) in the first segment of the red-flag interrupted race. (Below) Fred Merkel (27) leads Owen Weichel (8) and Tom Kipp (1) in the 750cc Supersport final. Merkel dominated, winning his fifth in a row.

"We would've been in the top three, no problem," Salaverria said, if he hadn't been penalized. "If they would have kept the original length of the race I would have caught Nick (Ienatsch)." Salaverria's only problem was sweat on the inside of his visor. "It had a hallucinating look. It kind of screwed me up."

Greg Esser moved up to seventh on the last lap, passing Jason Paden, with Mark Foster ninth, well in front of David DeRonne. CN

Gateway International Raceway
St. Louis, Missouri
Results: August 13, 1995

250cc GRAND PRIX: 1. Jim Filice (Yam); 2. Chuck Sorensen (Yam); 3. Nick Ienatsch (Yam); 4. Bobby Keith (Yam); 5. Jeff Vos (Apr); 6. Al Salaverria (Hon); 7. Greg Esser (Yam); 8. Jason Paden (Yam); 9. Mark Foster (Yam); 10. David Deronne (Yam); 11. John France (Hon); 12. Bruce Lind (Yam); 13. Mike Sullivan (Yam); 14. Scott Martin (Hon); 15. Joe Skrocki (Yam); 16. Rich Oliver (Yam); 17. Andre Castanos (Yam); 18. Roland Sands (Yam); 19. Randy Renfrow (Hon); 20. Tommy Hayden (Yam).
Time: N/A due to red flag
Distance: 18 laps, 39.6 miles.
Average speed: N/A due to red flag
Margin of victory: 7.353 secs.
250 GP C'SHIP POINT STANDINGS (After 8 of 10 races): 1. Rich Oliver (257/6 wins); 2. Nick Ienatsch (232); 3. Chuck Sorensen (224); 4. Mike Sullivan (196); 5. Randy Renfrow (185); 6. Greg Esser (179); 7. Bobby Keith (150); 8. Jeff Vos (143); 9. Jason Paden (139); 10. Roland Sands (129); 11. John France (124); 12. (TIE) Mark Foster/Christopher Rankin (116); 14. David Deronne (82); 15.Joe Skrocki (78); 16. Williams Himmelsbach (72); 17. Derek King (69); 18. John Sharrard (67); 19. Andrew Trevitt (62); 20. (TIE) Takahito Mori/Leon Cortes (61).

Upcoming rounds
Round 9: Sonoma, California, August 27
Round 10: Chandler, Arizona, September 24

AMA 750cc Supersport Series
Round 8: Gateway International Raceway

Five straight for Merkel

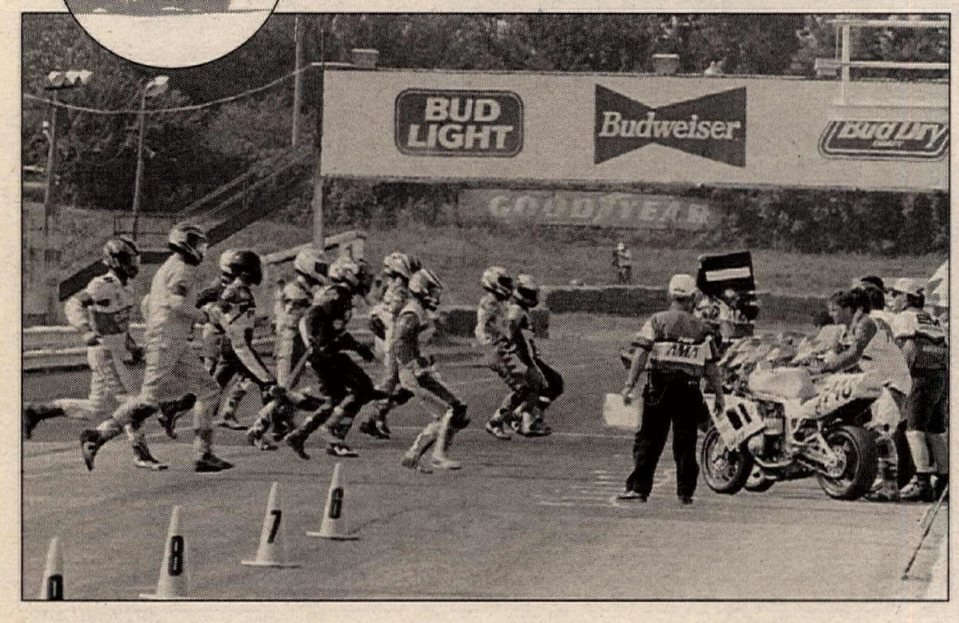
By Paul Carruthers
Photos by Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 12

Yoshimura Suzuki's Fred Merkel will more than likely end up losing the 750cc Supersport Championship - even though he could end up carrying his current win streak through to the end of the season, winning seven in a row and eight in all.

"I'm just making sure I win all the bloody races," Merkel said after winning his fifth straight, this one coming at Gateway International Raceway. "I could end up winning eight of 10 races and not winning the championship - the point system is not quite right. I was dumb to fall in the rain at Laguna, but in rain races anything can happen. There's two races left - something can happen.

Round 8: Gateway International Raceway



The SuperTeams race gets underway. The one-hour event was won by Dutchman Racing's Fritz Kling and Nick Ienatsch.

Hey, it feels good to win regardless. I'm picking up some Suzuki bonus money - that's for sure."

Vance & Hines Yamaha's Tom Kipp will likely end up with a completely different view of the points-paying system. The Ohioan can almost cruise to the title after posting his fourth straight second-place finish to go with his two early season victories.

After eight of 10 rounds, Kipp leads Merkel, 256-235, with only two races remaining.

"I'm riding really hard because there's good competition," Kipp said. "But I'm not taking foolish chances. I've got everything to lose right now. It's the reverse of last year - that's the position Fred's in. He doesn't have a lot to lose. The championship is really important to these guys (Yamaha). We'll take it any way we can get it this year - next year we'll win it the way we want to win it."

Third place in the red-flag interrupted final went to the Kinko's Kawasaki of the ever-improving Thomas Wilson, ahead of fourth-placed Owen Weichel, who was riding a Hyd-Mech Saws-backed Kawasaki ZX-6 - against the bigger 750s. Fritz Kling rounded out the top five finishers.

The first start was just that - only a start. The leaders completed one lap before the red flag came out; Mark Barlow crashed in turn 10 and the race was stopped while cornerworkers removed debris from the race track.

The restart saw Merkel again grab the lead, this time with Weichel riding around the outside of Kipp in turn two to take over second place. Kipp didn't want any part of Weichel and he repassed the Canadian on the front straightaway to start the second lap. Merkel, meanwhile, was gone. The Californian would never be headed as he pulled clear to win by 6.366 seconds.

Kipp was also a secure second and he too was never challenged again. Weichel soon had Wilson nipping at his heels and the 600cc rider succumbed on the sixth lap. From there the top four were set, and there's wasn't much excitement going on behind them.

Kling and David Deveau battled over fifth for awhile, but Kling was eventually able to pull clear while James Randolph was also able to move in and work around Deveau, who ended up settling for seventh.

By the end of the race, there wasn't a single battle on the entire 2.2-mile race track.

Mark Black, Hikaru Miyagi and Dale Kieffer rounded out the top 10 finishers.

"Jeff King told me that if I wanted any support that I had to go out and ride it," Weichel said. "In the first part I just wanted to be cool and run some 34s. Wilson and Randolph were all over the place and I got sucked up. In the second start I just said, 'Screw this, I'm going with Merkel.' I lost him, but I ran with Kipp. They were faster in the fast stuff. My foot was burning up; it was unbearable. I was struggling. Getting fourth was a bonus. Jon Cornwell (from Ohlins) revalved my shock at Laguna - and that was it. I've only changed it one click from Laguna." CN

Gateway International Raceway
Fairmont City, Illinois
Results: August 12, 1995

750cc SUPERSPORT: 1. Fred Merkel (Suz); 2. Tom Kipp (Yam); 3. Thomas Wilson (Kaw); 4. Owen Weichel (Kaw); 5. Fritz Kling (Yam); 6. James Randolph (Kaw); 7. David Deveau (Suz); 8. Mark Black (Suz); 9. Hikaru Miyagi (Hon); 10. Dale Kieffer (Hon); 11. Rad Greaves (Hon); 12. Mark Miller (Kaw); 13. Ben Welch (Yam); 14. Dax Snow (Suz); 15. Dean Hayes (Kaw); 16. Brett Metzger (Suz); 17. Charles Chouinard (Hon); 18. Scott Carver (Suz); 19. Michael Gaherty (Hon); 20. Mark McDaniel (Suz); 21. David Ray (Yam); 22. Seth Hahn (Suz); 23. Anthony Lupo (Kaw); 24. David Roy (Kaw); 25. Russell Katzenberger (Kaw); 26. Aaron Yates (Suz); 27. Mark Barlow (Yam).
Time: 28 min., 29.697 sec.
Distance: 18 laps, 39.6 miles.
Average Speed: 83.383 mph.
Margin of Victory: 6.366 sec.
AMA 750cc SUPERSPORT C'SHIP POINT STANDINGS (After 8 of 10 rounds): 1. Tom Kipp (256/2 wins); 2. Fred Merkel (235/6 wins); 3. Thomas Wilson (219); 4. James Randolph (209); 5. Mark McDaniel (174); 6. Fritz Kling (146); 7. (TIE) Donald Jacks/Hikaru Miyagi (141); 9. (TIE) Aaron Yates/Dale Kieffer (115); 11. Gerald Rothman Jr. (111); 12. Dax Snow (95); 13. Russell Katzenberger (84); 14. Ben Welch (78); 15. Anthony Lupo (77).

Upcoming rounds
Round 9: Sonoma, California - August 26
Round 10: Chandler, Arizona - September 23

AMA SuperTeams Series
Round 8: Gateway International Raceway

"Thank God for Fritz"

By Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 12

Dutchman Racing's Nick Ienatsch attributed the team's fourth SuperTeams win to three factors: "The first one was Michelin tires, the second thing was the YZF chassis with a big motor built by Dave Schlosser and Paul Graves, and the third thing was my teammate Fritz Kling. Thank God for Fritz," said Ienatsch, who rode the first stint for the team, on the winner's rostrum.

Kling, riding second on the Dutchman Yamaha, erased a 24-second deficit to run down Cycle Motion Racing's Aaron Yates with less than six minutes to go in the one-hour race. From there Kling sped away, winning the race by 14.276 seconds after completing 38 laps of the 2.2 mile Gateway International Raceway on a sweltering summer day.

"I just looked at my board and kept reeling them off. I could see Aaron (Yates) in the back section and I knew I was getting closer and closer and I pushed harder and harder," Kling said.

"That's a pretty good ride on this big bike on all these bumps and all - I tried to take it easy," Yates said after riding the team's Suzuki GSXR1100 into second. "I felt really drained, I've been fighting a cold all weekend. I just wanted to finish. I knew Mark had a good enough lead, we were out far enough. Second's not all that bad. We'll get them next time."

"The series has gone on like this all year," Cycle Motion's lead rider Mark McDaniel said. "The last few laps are always the most exciting. I think the heat played a part in the outcome of this race. We're up in the points where we want to be, and I've put the Suzuki on the podium just about every time. They know we're contenders. I'm happy to be here, believe me! I love to win, but I'll take second - right now, anyway."

The win allowed Dutchman to add five points to the lead they brought into the eighth race of the series. With two races remaining, they lead Cycle Motion Racing, 247-240. Erion Racing, who came into the race in second place, fell to third at 229, despite only completing three laps, then pulling out with an airlock problem. But since there were only 13 starters, and 12 finishers, they finished 12th and still picked up 19 points.

There was a dispute over third place with Anaheim Yamaha enjoying the victory ceremony before being demoted to fourth in favor of Battley Cycles. The Battley Cycles team of Shawn Higbee and Devin Battley was given a "meatball" stop-and-go penalty for not pitting to change riders within the 40-minute window. Higbee had stayed out on the track just about six seconds too long, bringing about the penalty. Battley served it, then rode to third, completing 37 laps, one less than the winner's, but one better than Anaheim Yamaha.

"There was a little bit of confusion," Anaheim Yamaha's Dean Mizdal said before he and teammate Brian Parriott were taken down a notch. "I was wondering who was third."

"It was a really tough ride after watching Shawn (Higbee) cut it down to the last second; he was about six seconds off," Battley said.

Action Speed Moriwaki's Hikaru Miyagi and Don Canet were fifth on a Honda CBR900, finishing in front of Probst Brothers Racing's David Probst and Dean Hayes.

The one-hour event looked to be a snorer, and it started when Cycle Motion Racing's Mark McDaniel took the lead on the third lap using a draft pass into turn one to get in front of Dutchman's Ienatsch. From there he began to ease away and then Ienatsch had his hands full with Shawn Higbee who was into second to end the sixth lap.

At the 26-minute mark Yates took over for McDaniel. The team chose not to add fuel or change tires and Yates still had a four-second lead over Higbee when he joined the race. Ienatsch was third, then there was more than a straightaway to the fourth-placed bike of Probst Brothers Racing.

Ienatsch was in a few minutes after McDaniel, the team taking on gas since they run a slightly smaller tank to accommodate Ienatsch's riding style. When Kling hit the track he was about 22 seconds behind Higbee, who was 5.5 seconds down on Yates.

The first time he saw a pit board Kling was minus 24 and the fun had just begun.

"I saw him (Yates) on the first lap. I was going off the drag strip and he was coming off the sweeper. Every lap he was backing up, getting closer and closer," Kling said, adding that the team had chose a Michelin rear tire slightly harder than normal to make sure it would last. "Dale Quarterley gave us a tip on it," Kling added.

The lead was shrinking at about two seconds a lap and, with 5:35 to go, the lead was five bike lengths. Kling made his move on the brakes going into the fast left-hander, turn six. The Lansing, Michigan, rider then sprinted away, and Yates didn't have an answer.

Because of the initial confusion over the stop-and-go penalty, Battley, whose pace was well off Higbee's, was credited with fourth. Then the AMA changed the order and Battley Cycles had earned their best finish of the year. Despite being dropped to fourth, Anaheim Cycles also had their best finish. CN

Gateway International Raceway
Fairmont City, Illinois
Results: August 12, 1995

SUPERTEAMS: 1. Dutchman Racing (Yam); 2. Cycle Motion Racing (Suz); 3. Battley Cycles (Yam); 4. Anaheim Yamaha (Yam); 5. Action Speed Moriwaki (Hon); 6. Probst Brothers Racing (Suz); 7. Miller Genuine Draft (Kaw); 8. Dats Racing (Suz); 9. Mark Miller Racing (Kaw); 10. Keystone/Northstar Racing (Yam); 11. Ebsco Media Suzuki (Suz); 12. Erion Racing (Hon).
Time: 1 hour, 41.089 sec.
Distance: 38 laps, 83.6 miles.
Average speed: 82.657 mph.
Margin of victory: 14.276 secs.
SUPERTEAMS C'SHIP POINT STANDINGS (After 8 of 10 rounds): 1. Dutchman Racing (247/4 wins); 2. Cycle Motion Racing (240/3); 3. Erion Racing (229/1); 4. Action Speed Racing (180); 5. Keystone/Northstar Racing (173); 6. Dats Racing (168); 7. Battley Cycles (156); 8. Mark Miller (155); 9. Miller Genuine Draft (147); 10. Anaheim Yamaha (122); 11. Anderson/Dynamic Racing (119); 12. Fastline Racing (83); 13. Ebsco Media Suzuki (82); 14. Team America Racing (77); 15. Grand Prix Apparel SuperTeam (65); 16. Stanton Racing Industries (51); 17. Cheetah Racing (48); 18. Himmelsbach Racing (38); 19. Barnett Racing (35); 20. Racing Motorcycle Works (34).

Upcoming rounds
Round 9: Sonoma, California - August 26
Round 10: Chandler, Arizona - September 23

AMAHarley-Davidson SuperTwins Series
Round 9: Gateway International Raceway

Yates' first

By Laurel Allen
Photo by Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 13

Aaron Yates came off his pole position start only to be faced with a five-rider pack standing between him and leader Ben Bostrom, but by the conclusion of the second lap of the SuperTwins race, Yates had picked off everyone save Bostrom and the rider dicing with the dirt tracker for the lead, Scott Zampach.

Not content to be sandwiched between the two, Zampach stole the lead from Bostrom on the first lap, only to have it taken back by Bostrom almost immediately during the second lap. Behind the battle for first, Yates led Andy Fenwick, Billy Graef, and Dave Estok. As the six-rider freight train began to pull away from the remaining riders, Yates increased the pressure on Bostrom, who had been repassed by Zampach.

Zampach, Bostrom, and Yates headed into turn two of the third lap almost on top of one another with Zampach exiting ahead of Bostrom and Yates, who

emerged side by side. Yates kept the drive on and moved into second, catching up to Zampach and preventing him from opening any kind of gap between them. Zampach wicked it up in an effort to shake Yates, but Yates clung to Zampach's back tire and the two riders began to pull away from Bostrom.

Defending Champion Shawn Higbee, expected to be at the front of the pack, instead suffered a continuation of the misfortune this season has brought him (starting with disqualifications at Daytona and Loudon), this time dropping to fourth position halfway through the first lap due to unknown (but clearly audible) mechanical problems.

Yates continued to pressure Zampach, finally passing him with a slingshot move on the fourth lap. As Yates began to inch away from Zampach, the Wisconsin resident started to likewise put space between himelf and Bostrom. The young dirt tracker, meanwhile, became the leader of a five-bike freight-train that included Graef, Estok, Fenwick, and Owen Weichel.

Yates and Zampach continued to pull away as Bostrom and Graef separated themselves from the rest of the pack in a battle for third; with Bostrom again pulling ahead in the seventh lap and putting a lapped rider between himself and Graef.

Yates continued to increase his lead throughout the rest of the race as did Zampach over Bostrom, and Bostrom over Graef, who almost went down with Weichel when the Canadian attempted a pass earlier in the race. Graef had gone to the inside in an attempt to get the line into the chicane when Weichel, intent on the pass, hit the back of Graef's machine. Weichel hit the ground but his bike went "ghostriding," giving Zampach and the other a moment of fright.

"It (Weichel's bike) just went riding across me on the track." said Zampach. "I thought it was going to hit me."

Yates had a comfortable lead over Zampach as he flew past the white flag, lapping Higbee, who had long since accepted his lot and was finishing the race on cruising speed. At the checkered flag it was Yates, Zampach and Bostrom, followed by Graef and (at some distance back) Fenwick.

"I have real different lines than most of the guys," said Yates. "And maybe other guys don't go through their turns as fast as I do. There were some real tough places on the track and you had to gas it to get over the bumps, but everybody had to deal with that. I've had some bad luck, so I was really focused on winning."

Zampach agreed, saying "Aaron (Yates) seemed highly motivated to go fast and win the race."

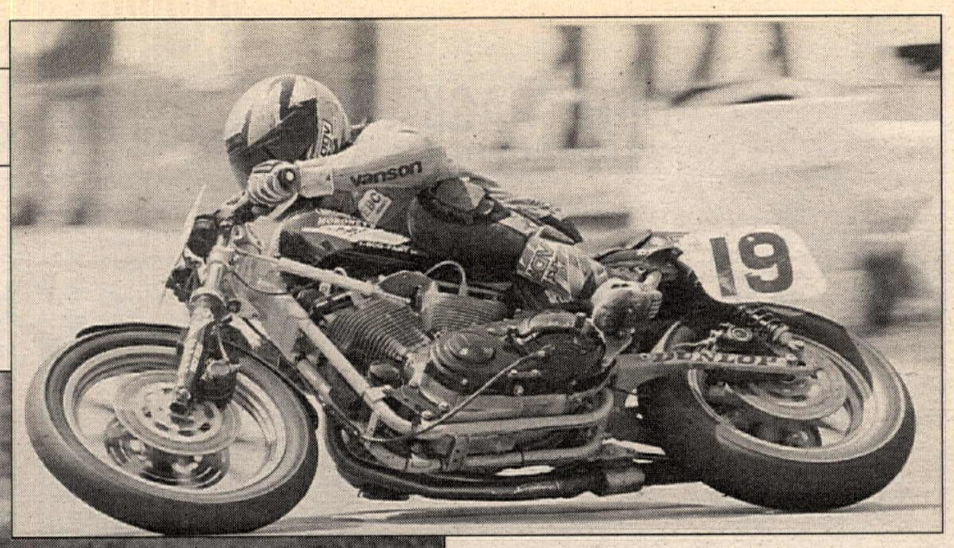
Bostrom too seemed highly motivated, but somewhat tired from having raced in the 600cc Supersport event before mounting the Harley.

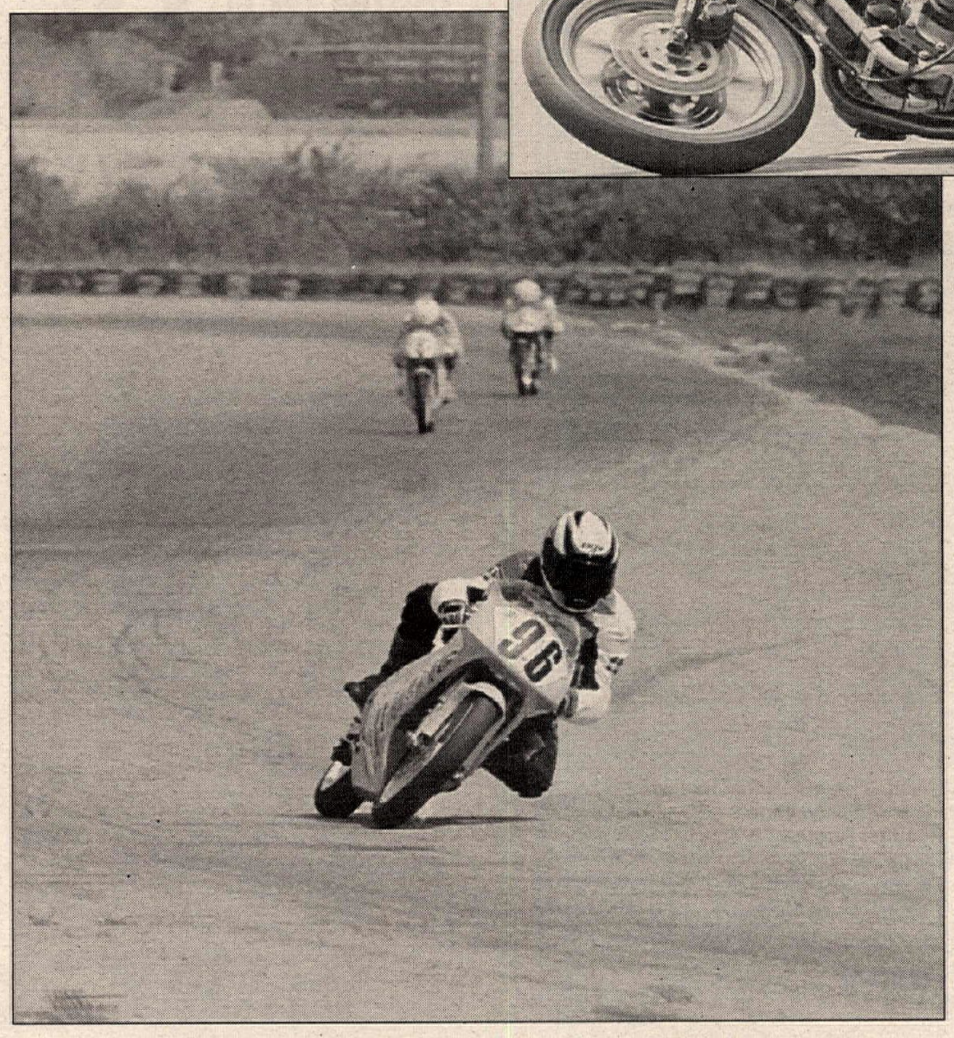
"My arms felt shaky,"said Bostrom. "Like spaghetti. This track has a neat layout, but the bumps are a little scary; I caught air a couple of times. There's only so much you can do on an 883. You've just got to go wide open, try to stay on the bike, and attack the track. It definitely teaches you how to charge."

When asked about his riding style compared to that of Yates and Bastrom, Zampach replied: "I'm smoother and I use five years of experience. These younger guys sort of fly by the seat of their pants... or what's inside them.

"It was a really good race," Zampach added. "I led for a little while and finished in a safe second. Maybe things could have been better, but I had a great time. I depend on racing, (not just) for income, but for therapy."

(Right) Aaron Yates was the class of the SuperTwins event, taking his first win of the season. (Below) Randy Renfrow ended up winning his second consecutive 125cc Grand Prix National.





Higbee's mechanical problem, which had reared its ugly head in the morning practice session, remained a mystery even after the race was completed. Crew members, though, thought the most likely possibility was fuel starvation due to debris in the tank. CN

Gateway International Raceway
Fairmont City, Illinois
Results: August 13, 1995

SUPERTWINS: 1. Aaron Yates; 2. Scott Zampach; 3. Ben Bostrom; 4. Billy Graef; 5. Andy Fenwick; 6. Dave Estok; 7. Matthew Guidera; 8. Brian Gibbs; 9. Matt Wait; 10. Dean Mizdal; 11. Jerry Casciero; 12. Michael Friberg; 13. Jim Whitacker; 14. Shawn Higbee; 15. Devin Battley; 16. Owen Weichel; 17. Eric Bostrom; 18. Alan Eadie.
Time: 20 min., 22.210 sec.
Average speed: 77.761 mph
Margin of victory: 3.229 sec.
SUPERTWINS C'SHIP POINT STANDINGS (After 9 of 11 rounds): 1. Scott Zampach (249/3 wins); 2. Matt Wait (227/1); 3. Shawn Higbee (218/3); 4. Eric Bostrom (212); 5. Billy Graef (203); 6. Andy Fenwick (199); 7. Matthew Guidera (197); 8. Owen Weichel (171); 9. Ben Bostrom (168); 10. (TIE) Mario DuHamel/Brian Gibbs (153); 12. Dean Mizdal (147); 13. Dave Estok (140/1); 14. Alan Eadie (121); 15. Jim Whitaker (114); 16. Aaron Yates (113/1); 17. Devin Battley (96); 18. Jerry Casciero (86); 19. Ron McGill (74); 20. Trip Nobles (58).

Upcoming rounds
Round 9: Sonoma, California - August 26
Round 10: Chandler, Arizona - September 23

AMA 125cc Grand Prix Series
Round 8: Gateway International Raceway

Renfrow again

By Laurel Allen
Photo by Henny Ray Abrams

FAIRMONT CITY, IL, AUG. 13

Randy Renfrow scored his second consecutive 125cc Grand Prix victory, crossing the finish line of Gateway International Raceway approximately six seconds ahead of second place finisher Masahiro Iizuka.

Renfrow, who's fastest lap of one minute, 43.1 seconds was only a half second slower than his 250cc fast time and would have qualifed him for a front-row starting position in the 600cc Supersport class, grabbed the holeshot and was never headed.

Though the 39-year-old would very much like to win the 125cc Grand Prix Championship, his hopes appear somewhat slim with two races to go - due in part to the consistency of championship leader Rodney Fee. The Californian finished third at Gateway, behind the Moto Liberty Honda of Iizuka, but maintains a 16-point lead over Renfrow in the point standings, 213-197. Fee has only had two non-podium finishes in 1995, while Renfrow's run was thwarted somewhat by a crash in the opening round of the series at Pomona.

Renfrow grabbed the lead at the start, leading Iizuka and Fee. By the second lap, Renfrow had put some ground between himself and Iizuka, who had started behind Fee but had passed him by the end of the first lap.

"By the time I passed Fee," Iizuka said later. "He (Renfrow) was aready gone."

Renfrow continued to draw away, using the next four laps to extend his lead over Iizuka, who was being hounded by a determined Fee.

"He (Iizuka) charges the corners harder than I do," said Fee. "But I think my riding style is smoother. I also might have a little motor on him this weekend."

As smooth as Fee rode, Iizuka's technique apparently worked well on the curves of Gateway, for by the end of the fifth lap the Japanese rider had managed to reel in Renfrow somewhat while pulling free of Fee.

The leading trio had pulled clear of the rest of the pack, while the fourth-, fifth- and sixth-placed riders - Bobby Keith, Billy Graef, and Roland Sands, respectively - were likewise riding alone. In fact, the only dicing was being done between Mike Mondo and Dave Pare as they struggled over seventh place.

Iizuka continued to gain on Renfrow, completely closing the gap by the seventh lap and staying on Renfrow's back tire. Iizuka appeared to be setting up for a pass on Renfrow when the duo encountered lapped traffic going into turn two. The backmarker slowed Renfrow considerably going into the turn, but the Virginian managed to make the pass before the entrance to turn three. No such luck for Iizuka, who was unable to pass the lapped rider until turn five and emerged without the advantage he had gained in the previous laps.

"Renfrow passed (the backmarker) in a good place," said Iizuka. "I didn't."

With only five laps left in the race, Iizuka's loss of time proved fatal to his chances for the race victory as Renfrow ran away to the win. Iizuka, meanwhile, crossed the finish line over five seconds ahead of third-place finisher Fee, who readily admitted to riding conservatively in his bid for the 125cc title.

"I didn't want to take any chances," said Fee, who only needs two fourth-place finishes to secure the National Championship. "Thirty points is better than crashing."

Due to the lightness of the bikes (approximately 140 pounds) the 125s suffered perhaps more than any other class from the numerous bumps in the track.

"My tires were good in slide, very easy," said Iizuka. "But there is too much bump on the 125cc. My bike was almost dancing."

Renfrow echoed that sentiment, adding, "I was trying as hard and going as fast as I thought I could go."

"We'll just have to take it one at a time," he added in reference to the championship he so desires. "There aren't a lot of guys who can get between me and Rodney (Fee) right now."

Keith, in his first-ever 125cc race, and Graef rounded out the top five. CN

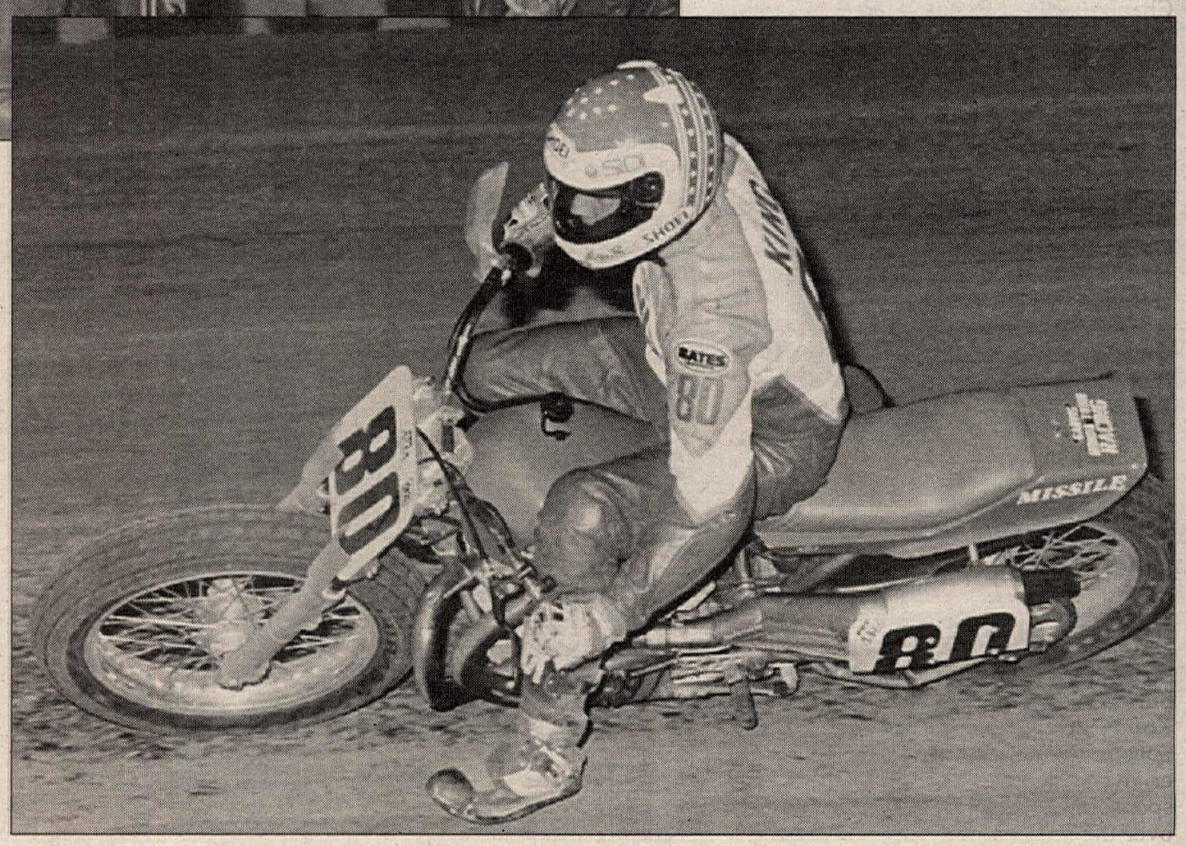
Gateway International Raceway
Fairmont City, Illinois
Results: August 13, 1995

125cc GRAND PRIX: 1. Randy Renfrow (Hon); 2. Masahiro Iizuka (Hon); 3. Rodney Fee (Hon); 4. Bobby Keith (Yam); 5. Billy Graef (Hon); 6. Kevin Murray (Hon); 7. David Pare (Hon); 8. Mike Mondo (Hon); 9. Nancy Delgado (Hon); 10. Todd Bowman (Hon); 11. Burce Lind (Yam); 12. Doug Scronce (Hon); 13. Todd Nordby (Hon); 14. Roland Sands (Hon).
Time: 19 min., 5.267 sec.
Distance: 1226.4 miles.
Average speed: 82.985 mph.
Margin of victory: 5.998 sec.
AMA 125cc C'SHIP SERIES POINT STANDINGS (After 7 of 9 rounds): 1. Rodney Fee (213/1 win); 2. Randy Renfrow (197/2); 3. Billy Graef (174); 4. Masahiro Iizuka (157/2); 5. Kevin Murray (143); 6. Todd Bowman (142); 7. (TIE) Mike Mondo/David Pare (140); 9. Roland Sands (104); 10. (TIE) Nancy Delgado/Takhito Mori (102); 12. Andre Castanos (100); 13. Chris Rogers (90); 14. Bruce Lind (67); 15. Warren Dunaway (60); 16. Todd Nordby (52); 17. (TIE) Craig Avery/Joji Tokumoto (50); 19. Wesley Totsubo (43); 20. David Colbert (35).

Upcoming rounds
Round 9: Sonoma, California - August 26
Round 10: Chandler, Arizona - September 23

Round 15: Rocky Mountain Speedway

King for a day



(Above) Rich King (center) takes a champagne shower in celebration of his first-ever Grand National victory at the Denver Half Mile. Steve Morehead (right) finished second, and Joe Kopp (left) made his first podium appearance with a third place finish. (Right) The Honda-mounted King was dialed in to the narrow groove, passing Morehead off turn two on lap 17 of the 20-lap main event.

By Scott Rousseau
Photos by Flat Track Fotos

DENVER, CO, AUG. 12

After giving chase to fellow veteran Steve Morehead for 12 laps, you have to wonder what Waterloo, Iowa's Rich King was thinking as he stuffed his way past fellow veteran Steve Morehead on lap 17 to take the lead in the Chris Agajanian-promoted Valvoline/Checker Auto Parts Denver Half Mile. Maybe the quiet 32-year-old was wondering if, after over 10 years of trying to win a Grand National main event, this one would finally be his. Or maybe he was thinking that it damn well better be.

King, the man most deserving of the title "Mr. Consistency" during the 1995 AMA Grand National Championship Series, had seemingly been in position to win at several stops on this year's championship tour only to see victory slip through his fingers. Yet here he was again. He'd made the pass on Morehead after the two riders had run away from the field to settle the matter between themselves, and with three laps to go in a 20-lap final that had been threatened by both rain and a potential rider boycott (see box), he was putting distance on the Findlay Flyer. Would fate step in once again to shield King from a Grand National victory he had worked so hard for?

Not today.

There was no sudden fall, no mechanical failure, no red flag. Nothing kept the Garvis Honda/Shoei/Missile Engineering/MC Stuff/Hickman Racing/Sidi Boots/Motion Pro-sponsored King from earning his first Grand National win in front of the 6500 fans who packed Rocky Mountain Speedway during round 15 of the AMA Grand National Championship Series. After sneaking by Morehead on the rough, narrow-grooved clay track, King pulled away just enough to become the 10th different winner - as well as the fourth first-time winner - in the series' 15 rounds to date.

"All year we've always just wanted to make the National and see how high we could run," King said: "But I've been seeing all these other guys win some of these Nationals, and they haven't been doing this as long as I have. I thought, 'Man, one of these has got to be mine.' It happened tonight."

Morehead would have more than enough juice for the rest of the field bringing his KK Supply/F&S Harley-Davidson/John Dragoo/Bell/Wilson/Motion Pro/Pro Plates/Storz/Supertrapp/Zoom/Denver Buffalo Company-backed XR750 home in the runner-up spot in only his second race back from injuries he suffered at the Lake Odessa Regional Half Mile on July 7. Morehead had set fast heat earlier in the night and was looking just as strong in the main event as as he appeared to be dialed in to the bumps that riddled the track, leading 17 of the 20 laps, but a miscue by Morehead in turn one allowed King the one opportunity needed to make the pass. Despite the podium finish, Morehead kicked himself afterward.

"Second place is just first loser," Morehead said. "I knew that the only place he could pass me was in three and four, so I started thinking about going through there, and I made a mistake in one and two. I just screwed up."

Another new name graced the podium at Denver as Mica, Washington's Joe Kopp slid his Donnally Logging/Donahue Harley-Davidson/Arai/Thor/Plunkett's/Alpine/Motion Pro/O'Brien-supported Harley-Davidson XR750 to his best-ever Grand National finish. Kopp mixed it up with Eaken Racing's Davey Camlin and Loral Lake Racing's Ronnie Jones during the main event, sitting in fourth and then inheriting third place after Camlin pulled off the track with a mechanical failure on lap six. Kopp then had to hold off a hard-charging Jones for the rest of the distance in order to earn the third-place money. He was up to the task.

"This my first podium finish on a 750, and I'm really jacked," Kopp said. "I saw Camlin break and I thought, 'Here we go - a podium finish. I know that I was holding some of those guys up, but I never looked back. This is great. It couldn't be better."

Jones shadowed Kopp across the finish line, the Oklahoman piloting his Loral Lake Racing/Arai/Fox/Tsubaki/Motion Pro/Red Line Oil-sponsored Honda RS750 to fourth place after challenging Morehead for the lead off the start and then falling off the narrow groove in turn two on the opening lap and drifting back. Jones was one of the few riders able to pass at will on the one-line oval, but despite several attempts, he was unable to get by the stubborn Kopp. Nonetheless, Jones was pleased with the finish, and he appears to be getting back on the road to consistent results after struggling in recent weeks during what may be his final season on the Grand National circuit.

"He (Kopp) was holding us up," Jones said. "I couldn't get a run on him going into the corner, because he was just slow enough that he held me up, but he could jump off the corners and put three or four lengths on me. He had a fast motorcycle and he did a good job.

"But we needed this (a solid finish)," Jones said. "I told Al that after these last

three races, if things didn't go better then I was just going to retire in mid-season."

USC Racing/Johnny and Sarah Goad/Penn State Cycles/KK/Cycle Shack/Shoei-supported Kevin Varnes added another fifth-place finish to the one he scored at the Rapid City Half Mile held earlier in the week. The youngest member of the USC Racing team suffered a terrible start as his Honda slued sideways when the light turned green. Varnes hit the turn in eighth place and then set about biding his time and picking off Allon McBee and Georgie Price IV to run in sixth and then fifth when Camlin broke down.

"I screwed myself," Varnes said. "There were all kinds of bumps where I had to start, and it just lit up when we started rolling I think Joe was holding us up, but he wasn't making any mistakes. Fifth place, I'll take it. Last year I was just glad to make the main. Now it's like, 'Fifth place, that sucks.'"

HEATS

After a lengthy delay and two riders meetings, the AMA opted to modify the original race format, opting to eliminate the scratch heats and transfer three riders from each of five 10-lap heats and the two semi winners to the main event, which was shortened to 20 laps. With the weather threatening the race again this year, AMA referee Bruce Bober also decided to run the entire 750cc program first and then complete the 883cc program if the rain held off.

Camlin led Team Harley-Davidson charger and reigning Grand National Champion Scott Parker as well as Team Undo's Brett Landes in a processional around the race track during the first 10-lap heat. Both Parker and Camlin were aboard Harley-Davidson "twingles", and both appeared to be hooked up as they pulled away from Landes, who was displaced by Paul Morgan III on lap six. Morgan, once again aboard the Gardner Racing/Walter Brothers Harley-Davidson, then held off Landes at the flag for the transfer.

Three Hondas reigned in heat two, with Jones essentially winning the race in the first turn over Road Rider/Rogers-backed Will Davis and USC Racing's Terry Poovey. The three riders ran nose-to-tail on the groove, finishing in that order to earn direct transfers to the final.

"It was pretty much a drag race," Jones, one of the most vocal riders in his opposition to the track conditions, said. "I picked the outside (starting position) and I got a good start."

King came out in heat three and buried the rest of the competition with Kopp running second, but behind them, Spectro/Moroney's-backed Mike Hacker and Winchester H-D/Eddie Adkins-sponsored Kenny Coolbeth Jr. scrapped over the final transfer spot. Coolbeth Jr. hung in behind Hacker and then stuffed it underneath him in turn one on the white-flag lap. Hacker could not retaliate. King took the win a good distance over Kopp and Coolbeth Jr.

I actually rode the heat race a bit tight," King said. "I couldn't loosen up. But the bike was really strong off the turns. That's where I could make all my time."

Varnes emulated King's performance with a wire-to-wire win in heat four. TCR Racing's Dan Butler and Sowle Racers/Renteria Brothers-sponsored Allon McBee scrapped for the second spot. McBee retained second place at the line as both went through to the main. Varnes' heat was over three seconds faster than the previous fast heat.

(Left) Morehead put in a strong showing in only his second race back from injury, leading the first 16 laps before finishing about 10 lengths behind King at the line. (Below) Passing was difficult on the rough one-line race track. Here, Scott Parker (1) races with Davey Camlin (27), Brett Landes (41) and Jason Fletcher (65). Parker finished eighth in the main event.

"I just got a good jump," Varnes said. "Once I got out front, I looked back and didn't see anybody, so I backed off a little bit."

Morehead then went out in the final heat and upped the speed even more, posting the fastest heat win by some four seconds over a battle between Bob Norfleet Racing's Georgie Price IV and TCR Racing's Kevin Atherton. The former Harley-Davidson factory rider Atherton showed Price a wheel on the inside and the outside, but the burly Price was able to hold his ground and cross the line in second ahead of Atherton.

SEMIS

The first eight-lap semi was a real barnburner as no less than four riders - George Roeder II, Hacker, Landes and Don Estep - displayed the speed necessary to take the single ticket to the main, and it was all Estep from the get-go. The Hot Shot Motor Works-backed Ohioan appeared to have the field covered, but the race was red-flagged to allow the medivac helicopter stationed on the infield to leave the facility. On the restart, Roeder put his Roeder Harley-Davidson-backed XR into the lead.

Estep then tried to stay with Roeder while Hacker attempted to move by Landes when disaster struck. Estep went into turn one too hot and started to slide out on the groove. Landes was able to miss Estep, but Hacker clipped Estep's front wheel and the two riders were flung to the ground hard while their motorcycles flipped wildly through the air.

"They tell me that I hit his front wheel," Hacker said. "I don't remember anything."

Both riders were conscious while being attended to by medical personnel. Hacker was returned to his pit via an ambulance before being released with a possible broken foot while Estep was transported to Denver General Hospital where he was diagnosed with a punctured lung and broken ribs. Roeder went on to win the two-lap dash in the restarted semi.

Coloradans highlighted semi two as Honda-mounted Clint Vahsholtz of Woodland Park and Steve Aseltine of Palmer Lake went at it for the final spot to the main. Aseltine, the 1989 Daytona Short Track winner, put an easy pass on Vahsholtz in turn three to take the win and make the main much to the delight of the crowd.

"He (Vahsholtz) just slipped off the notch a little bit and left a hole," Aseltine said.

GRAND NATIONAL

Morehead and Jones led the 17-rider main event off the starting line just before midnight. Jones ran up the outside of Morehead in an attempt to control the first lap before being squeezed off the groove by the Findlay Flyer and dropping back to fifth place behind Camlin, King and Kopp. Varnes' Honda had nearly spit him off at the starting line, and the young Pennsylvanian found himself mired back in eighth place. Varnes found his forward progress to be slow-going.

"I thought I could've won it if I got the holeshot," Varnes said. "You had to float through the corners and hope that someone made a mistake. Sit and wait - I'm not too good at that."

But Varnes managed to thread his

Briefly...

Rich King earned $4500 for his win at the Denver Half Mile along with another $300 in posted contingencies from Shoei helmets - a $4800 payday after over 10 years of effort. "It was worth every minute of it," King said.

Will Davis finally made progress in his attempts to "chop down" Scott Parker's points lead after finishing one position ahead of Parker in the main event. "We gained one point," Davis joked. "We need to do better than that. We don't have 44 races left."

Several members of the **TCR Racing** squad, including team owner **Tom Cummings**, rider **Dan Butler** and team assistant **Gary Nixon** were sporting cuts, bruises and burns thanks to an excursion on the Alpine Slide at an amusement park just outside of Denver. According to "Crash" Cummings, he was trying to set fast time of the group when he cartwheeled his sled out of the track, receiving several cuts to his left thigh, left arm and both knees. Both Butler and Nixon were sporting nasty looking burns from rubbing the track. "I've been trying to drag a knee for 20 years," Nixon said. "I finally did it." Kids...

Mike Hacker unexpectedly picked up a new sponsor at Denver, **Schwinn Bicycles**, whose vice president was in attendance with Yeti's **John Parker**. "Kevin Atherton showed them my bike (a beat-up mountain bike) and they just started laughing. They told me to call them next week and they'd set me up," said Hacker.

Several more Harley-Davidson riders jumped on the "twingle" bandwagon this week after witnessing **Scott Parker** dominate in the slick conditions at the Rapid City Half Mile earlier in the week. **Dave Camlin**, **Chance Darling**, and **Jay Springsteen** were sporting the 45-degree firing order which is audibly much different than the standard Harley-Davidson V-twin rumble. Springsteen's machine was converted in his hotel parking lot on Friday by one of his former mechanics - **Bill Werner**.

Steve Morehead was trying out an experiment or two of his own as he fitted a two-into-one pipe on his F&S Harley-Davidson-sponsored XR750. "I thought that we would try this while I wasn't riding hard yet," said Morehead, who is admittedly still taking it easy following his crash at Lake Odessa, Michigan. "The pipe is supposed to widen the power-band and take away some of the 'camminess' in the motor. It makes it a bit mellower." The change must have helped on the dry-slick Denver surface, as Morehead finished second in the main event.

Lance Jones was officially declared the winner of the Rapid City, South Dakota, AMA 883cc National after his Widman's/Wagner/Seminole Harley-Davidson passed the AMA tech inspection at Denver. Jones' motor had been sealed by AMA tech inspector **Greg Crow** after winning Rapid City. He also rode the machine to a fourth-place finish in Denver. Jones' bike owner Jim Wagner wanted to thank both **Terry Poovey** and **Jay Springsteen** for helping Jones on his way to victory circle.

Round 15: Rocky Mountain Speedway

Mike Hacker (67) rebounded from a bad crash in the 750cc program to overtake Steve Aseltine (36) and win his first-ever AMA 883 National. Aseltine finished second but was later disqualified.

way toward the front after dicing with McBee and Price. He then caught up to Jones, and the two Honda riders battled behind Kopp while King and Morehead got away. Jones appeared to struggle a bit, dropping behind Varnes at the halfway point before remounting a charge and retaking the fourth spot.

"This track had everything but a jump," Jones said. "You weren't going to win this race if you couldn't get off the start. It didn't matter how fast you were."

"It didn't turn out too bad," Varnes said. "It was like a nighttime race on a daytime track. That's what I started racing on, so it didn't bother me too bad."

Kopp still ran in no-man's land, unable to catch Morehead and King, but just quick enough off the turns to keep Jones and Varnes in check.

"I still knew I couldn't make a mistake," Kopp said.

Up front, King was camping out just off Morehead's rear wheel, and the Iowan began to pull the trigger hard off the fourth corner, showing a wheel to the inside and the outside down the front straight. Morehead was well aware of the threat, and he finally gave way on lap 17. But, ironically, it was on the opposite end of the track.

"He was just killing me off turn four," Morehead said. "I just left the door open in one and two. I got sloppy."

"I have all the respect in the world for Steve Morehead," King said. "There isn't a better guy in the world you can beat."

After making the pass, King was simply too strong, and he cut three nearly flawless laps in his final quest for the checkers, finishing ahead of Morehead by little over one second. Kopp, Jones and Varnes all came across the line together. Price finished seventh over Davis and Parker, both of whom missed the all-important start.

King's win vaulted him back into second place in the series points standings behind Parker, who leads the series over King, 182-144. Davis now sits third with 138 points. Chris Carr and Kevin Atherton are fourth and fifth with 131 and 102 points, respectively.

AMA 883 NATIONAL

The entire AMA 883 National program was run after the completion of the 750 schedule and featured a rather unlikely winner.

Battered and bruised after his grinding crash with Don Estep in the first Grand National semi, 19-year-old Mike Hacker had pulled off his leathers and was ready to call it a night. But when series points leader Jay Springsteen left the event (see box), the young Virginian - currently second in the series standings - was handed a golden opportunity to catch up to "Springer." Despite being in obvious pain, Hacker elected to saddle up.

"Springer's not here," Hacker said. "We need to pick up some points on him."

The move paid off in spades as the Spectro/Moroney's H-D/Vanson/Motion Pro/Dunlop/Shoei/Works Performance-backed Hacker charged through pack after a fifth-place start and then picked off Doug Beattie, Keith Jacobsen and Nate Wait before catching leader Steve Aseltine and grabbing the lead on lap nine of the 12-lap main. Hacker never looked back as he went on to score his first National win.

"Since I was hurt, I was just going to go out and ride around," Hacker said. "But then I started passing guys. Now we're 51 points ahead of third place, and only 13 points out of first."

Aseltine finished second in the race over Wait and Jacobsen, but Aseltine's machine was found to be illegal in the post-race inspection, and he was disqualified. Wait was then credited with second place, and Jacobsen third. CN

Rocky Mountain Speedway
Denver, Colorado
Results: August 12, 1994 (Round 15 of 24)

HEAT 1 (10 laps; 8 riders, top 2 transfer): 1. Davey Camlin (H-D); 2. Scott Parker (H-D); 3. Paul Morgan III (H-D); 4. Brett Landes (Hon); 5. Steve Aseltine (H-D); 6. Jason Fletcher (H-D); 7. Brian Anderson (H-D); 8. Devon Pritchard (H-D).
Time: 3 min., 58.01 sec.

HEAT 2 (10 laps; 8 riders, top 2 transfer): 1. Ronnie Jones (Hon); 2. Will Davis (Hon); 3. Terry Poovey (Hon); 4. Dale Jenneman (H-D); 5. Chance Darling (H-D); 6. Jess Roeder (H-D); 7. Andy Tresser (Duc); 8. Lance Jones (H-D).
Time: 3 min., 54.39 sec.

HEAT 3 (10 laps; 8 riders, top 2 transfer): 1. Rich King (Hon); 2. Joe Kopp (H-D); 3. Kenny Coolbeth Jr. (H-D); 4. Mike Hacker (H-D); 5. James Hart (H-D); 6. Clint Vahsholtz (Hon); 7. Jeff Dietz (H-D); 8. Kelly Larkin (H-D).
Time: 3 min., 55.25 sec.

HEAT 4 (10 laps; 8 riders, top 2 transfer): 1. Kevin Varnes (Hon); 2. Allon McBee (H-D); 3. Dan Butler (H-D); 4. Tommy Colson (H-D); 5. Willie McCoy (H-D); 6. Don Estep (H-D); 7. Steve Liberty (H-D); 8. Jay Springsteen (H-D).
Time: 3 min., 51.68 sec.

HEAT 5 (10 laps; 8 riders, top 2 transfer): 1. Steve Morehead (H-D); 2. Georgie Price IV (H-D); 3. Kevin Atherton (H-D); 4. George Roeder II (H-D); 5. Paul Lynch (H-D); 6. Tom Troudt (Hon); 7. Kenten Longcor (Hon); 8. Marc Gifford (H-D).
Time: 3 min., 51.11 sec.

SEMI 1 (8 laps; 13 riders, winner transfers): 1. Geo Roeder II (H-D); 2. Brett Landes (Hon); 3. James Hart (H-D); 4. Chance Darling (H-D); 5. Jess Roeder (H-D); 6. Marc Gifford (H-D); 7. Kenten Longcor (Hon); 8. Brian Anderson (H-D); 9. Steve Liberty (H-D); 10. Devon Pritchard (H-D); 11. Mike Hacker (H-D); 12. Don Estep (H-D); 13. Kelly Larkin (H-D).
Time: No time due to restart.

SEMI 2 (8 laps; 11 riders, winner transfers): 1. Steve Aseltine (H-D); 2. Dale Jenneman (H-D); 3. Clint Vahsholtz (H-D); 4. Paul Lynch (H-D); 5. Jason Fletcher (H-D); 6. Tommy Colson (H-D); 7. Willie McCoy (H-D); 8. Tom Troudt (Hon); 9. Jeff Dietz (H-D); 10. Andy Tresser (Duc); 11. Lance Jones (H-D).
Time: 3 min., 07.84 sec.

GRAND NATIONAL (20 laps; 17 riders): 1. Rich King (Hon); 2. Steve Morehead (H-D); 3. Joe Kopp (H-D); 4. Ronnie Jones (Hon); 5. Kevin Varnes (Hon); 6. Georgie Price IV (H-D); 7. Will Davis (Hon); 8. Scott Parker (H-D); 9. Dan Butler (H-D); 10. Kevin Atherton (H-D); 11. Steve Aseltine (H-D); 12. Terry Poovey (Hon); 13. George Roeder II (H-D); 14. Kenny Coolbeth Jr. (H-D); 15. Paul Morgan III (H-D); 16. Allon McBee (H-D); 17. Davey Camlin (H-D).
Time: 7 min., 37.66 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 15 of 24 rounds): 1. Scott Parker (182 points/5 wins); 2. Rich King (144/1); 3. Will Davis (138/1); 4. Chris Carr (131/2); 5. Kevin Atherton (102); 6. Jay Springsteen (100/1); 7. Steve Morehead (99/1); 8. Kevin Varnes (88/1); 9. Ronnie Jones (87); 10. Mike Hacker (77); 11. Steve Beattie (58/1); 12. Davey Camlin (50/1); 13. Brett Landes (47/1); 14. Joe Kopp (46); 15. Larry Pegram (45); 16. Terry Poovey (41); 17. Georgie Price IV (40); 18. Dan Butler (39); 19. Rodney Farris (34); 20. Geo Roeder II (25).

AMA 883 NATIONAL (12 laps; 17 riders): 1. Mike Hacker; 2. Nate Wait; 3. Keith Jacobsen; 4. Lance Jones; 5. Doug Beattie; 6. James Hart; 7. Clint Vahsholtz; 8. Jim Rosa; 9. John Faulkner III; 10. Paul Bergstrom; 11. Jason Fletcher; 12. Jim Forington; 13. J.R. Schnabel; 14. Bob Buffington; 15. Tommy Colson; 16. Dale Jenneman; 17. Steve Aseltine.

AMA 883 NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 11 of 17 rounds): 1. Jay Springsteen (171 points/7 wins); 2. Mike Hacker (158/1); 3. Georgie Price IV (107); 4. Jason Fletcher (92); 5. James Hart (89/1); 6. Lance Jones (67/1); 7. Doug Beattie (62); 8. Nate Wait (57); 9. Matt Wait (45/1); 10. Keith Jacobsen (46); 11. Bret Beyer (33); 12. Dale Jenneman (31); 13. Jess Roeder (30); 14. Tommy Colson (29); 15. (TIE) Steve Aseltine (28)/Ben Bostrom (28); 17. Robert Miller (25); 18. Paul Bergstrom (16); 19. (TIE) Jim Rosa (15)/Jim Sumner (15).

Upcoming Rounds:
Round 16 - Indianapolis, IN, Aug. 19
Round 17 - Goshen, IN, Aug. 27

Riders hot over "Rocky" Mountain Speedway conditions

After the first practice session ended at Rocky Mountain Speedway several of the top competitors got together and threatened to boycott the Denver Half Mile in protest of what they thought were terrible track conditions - worse than last year when the Rolling Thunder Show visited the track. Among their concerns were an apparently ungraded track - as there were several holes on the entry to turn one and the exit of turn four - a lack of moisture, and the several rocks that lay on the surface.

"I think we ought to just pack up our stuff and get the hell out of here," three-time Grand National Champion Jay Springsteen said. "There's no reason we should have to ride on something like this. Sure, everybody has got to ride the same track, but I ain't as dumb as everyone else. I've been doing this for a long time, but this is stupid. We've already lost a couple of racers this year."

"I want to ride," Kevin Varnes said. "But Johnny Goad doesn't want us (Varnes and USC Racing teammate Terry Poovey) to go out."

"I don't want them to ride," Goad said. "Because it's too rough. It's not a race track."

After several riders voiced their complaints, rider reps Will Davis, Steve Morehead and Scott Parker took the matter to Bruce Bober, and a second rider's meeting was held while a sweeper was ordered in from nearby Second Creek Raceway, a road racing facility located adjacent to Rocky Mountain Speedway. The riders continued to practice in the meantime, but according to Morehead, the track did not shape up.

"It's the same," Morehead said. "It's ridable, but I'm not sure it's raceable."

At the second rider's meeting, several riders complained about the conditions and questioned the requirements for holding a Grand National put forth in the AMA sanctioning application. Ronnie Jones was among the more boisterous in his opposition to the track.

"There's no excuse for this," Jones told AMA referee Bruce Bober. "And this is not the first time that this has happened. You can't just keep expecting us to show up and cover everyone's ass, because ours is getting thin."

Jones, who promoted the Oklahoma City Half Mile, told Bober that everybody involved knows what it take to turn a car track like Rocky Mountain Speedway into a motorcycle track, and that he was disappointed that there were no repercussions in the case that a track is considered unsafe.

"You make us riders follow the rules," Jones said. "You disqualified me at Du Quoin for being half-a-pound light. This deal is worse than being half-a-pound light. How about disqualifying some of these promoters?"

Ironically, the promoter in question, Chris Agajanian, was in agreement with the riders, and he shouldered responsibility for the conditions.

"We have been trying to work the track," Agajanian said. "I know that it doesn't look like it, but we have put in 10 straight days on it. But we don't have all the equipment at our disposal like we do at the fairgrounds that we go to."

"We're not happy with the track we're giving to them," Agajanian's Vice President of Marketing, Gene Romero - himself a former Grand National Champion, added. "But we gave it the 200-percent effort just like we do at all the other tracks like Del Mar and Sacramento."

"I'm all for rider safety," Agajanian said. "And I don't want any of these guys to go out on the track if they don't think it's going to be OK."

After the track was swept, most of the riders agreed to stay and put on the show, which was enthusiastically received by the Colorado fans. For his part, however, Springer stuck to his guns.

"I'm not riding, I don't feel safe," Springsteen said. "I'm just gonna go out there and take a couple of laps to collect my hundred bucks for attempting to qualify, then I'm going to head for home."

True to his word, Springsteen raced for a few laps in the fourth heat race before backing off and then pulling off the track. He loaded up his Bartels'-sponsored XR750 and was on his way to Michigan before the night was half over.

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MOTOCROSS

(#7) The History of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath whipping the "nac-nac" on his CR250, you'll see it all in this 95 minute video from Gary Semics Video.

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo.

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Mamicq Benoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo.

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l. MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo.

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

((#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA.

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 167 minutes from Duke Video USA..

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA.

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA.

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA.

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 diciing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

INSTRUCTIONAL & TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video.

(#60A) MX-Posed: Volume #2/1
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video.

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video.

(325) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo.

CRASHES

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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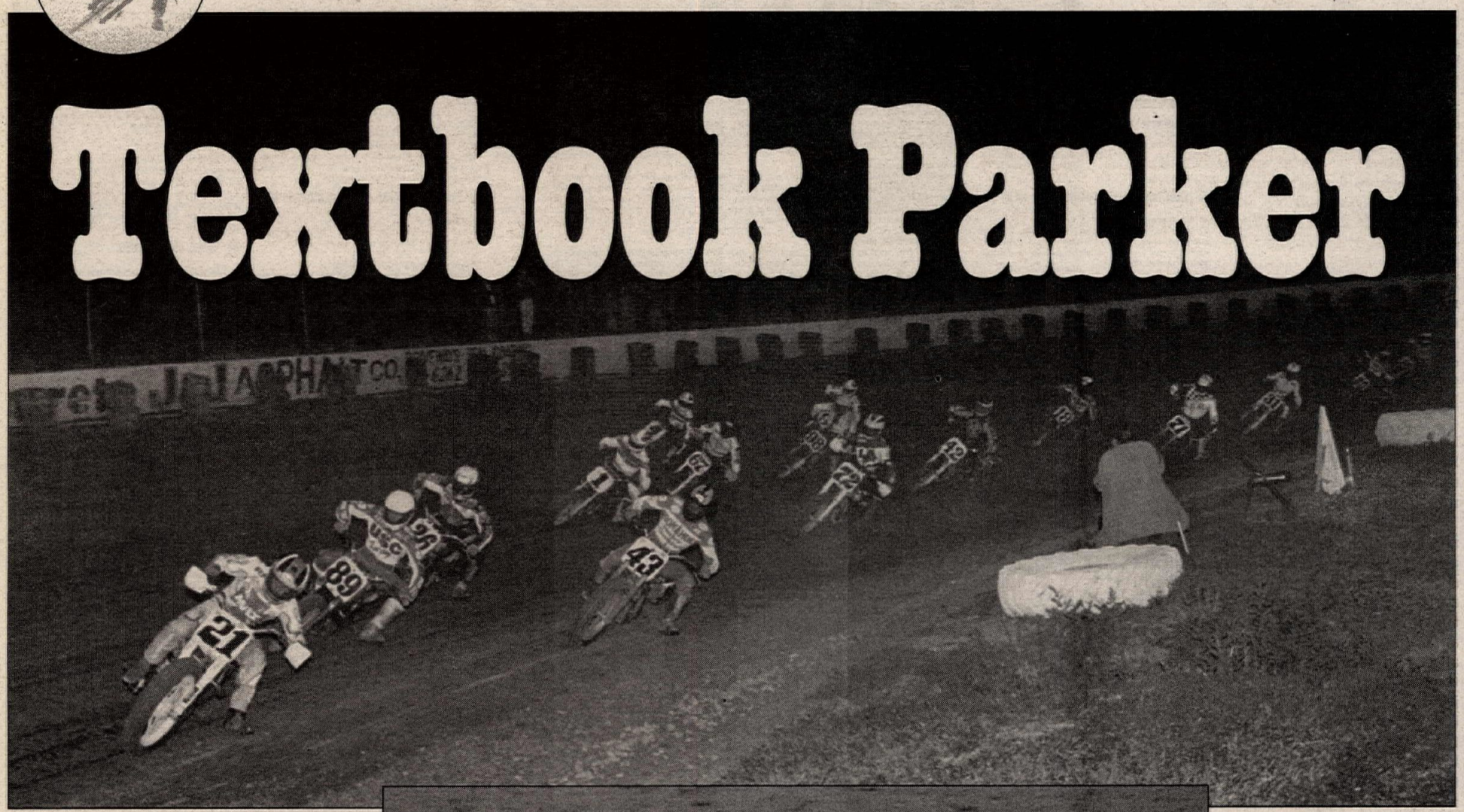
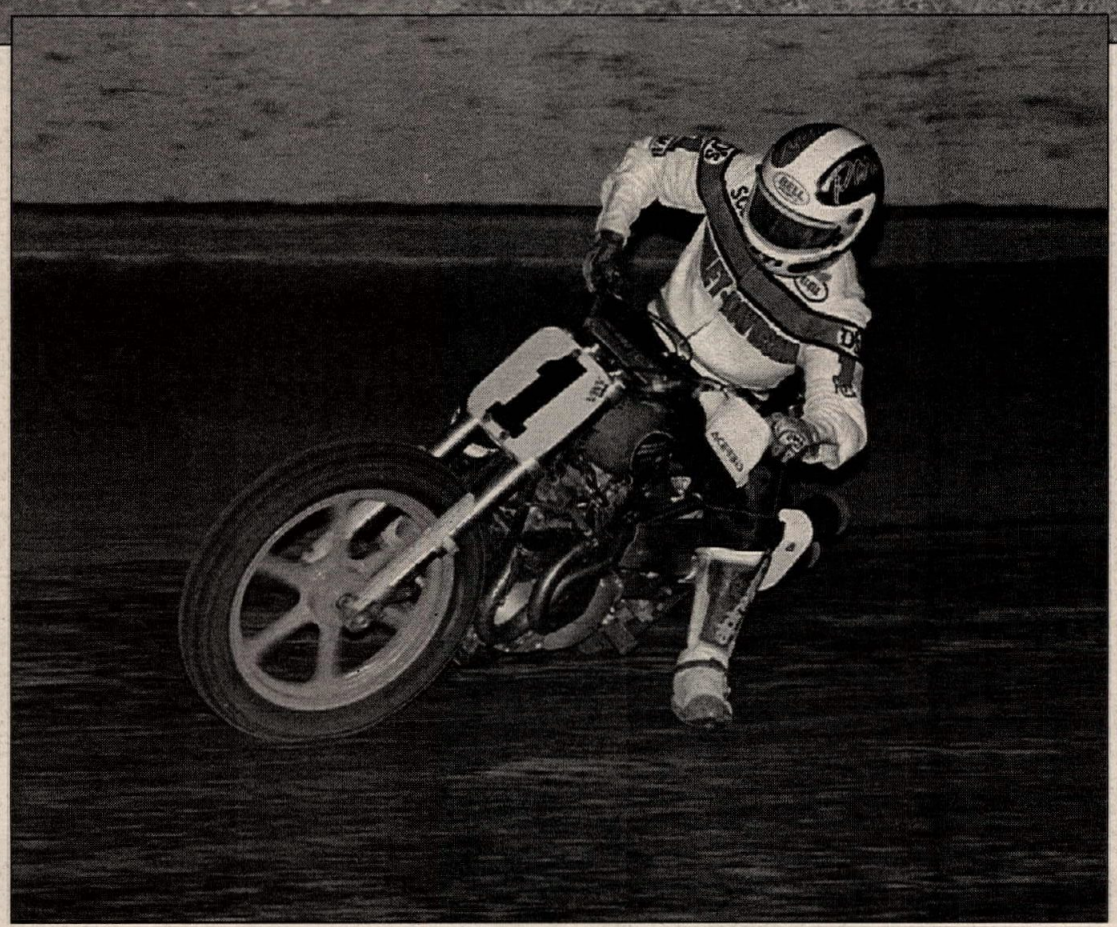
Round 14: Black Hills Speedway

Textbook Parker





(Above) Will Davis (21) got the jump on Kevin Varnes (89), Steve Beattie (26), Joe Kopp (43), Scott Parker (1) and the rest at the start of the 25-lap National.
(Left) Scott Parker slid to his 65th Grand National win in convincing fashion.

By Scott Rousseau
Photos by Flat Track Fotos

RAPID CITY, SD, AUG. 9

You don't have to tell Team Harley-Davidson's Scott Parker - he knows.

The winningest rider in Grand National history knows that sometimes he can be one of the most boring riders to watch on the track. As paradoxical as that may seem, sometimes it's just no fun watching him cut lap after flawless lap, hammering the competition into the ground en route to another National victory. If you don't like seeing Parker win that way, then the Rapid City Half Mile was the wrong place for you to be. It was boring.

Winning is expected of the five-time Grand National Champion; he's done it 64 times before, and those who ventured to Black Hills Speedway to see Parker win number 65 were not disappointed as he "rumbled" (see box) to that milestone in front of 6,500 fans during round 14 of the AMA Grand National Championship Series, which was held in conjunction with the annual Black Hills Motorcycle Rally. The Swartz Creek, Michigander came off the starting line third in the main event and then dropped back to fourth before clawing his way past Kevin Varnes, Mike Hacker and finally Will Davis and going on to take the win by some three seconds over runner-up Davis. Parker said he's sorry, but that's just the way it had to be.

"I agree that it sucks when somebody leads it that way," The Harley-Davidson Inc./Bell/Yeti/HOG/Reed Randle Ford-sponsored Parker said of his runaway victory. "But I got beat here by inches last year after that knock-down, drag-out with Chris Carr...It wasn't a boring race, but it also wasn't no fun getting second either. When that happens, you don't sleep well at night."

Parker should have no trouble sleeping nowadays, especially in the daylight that he has put between himself and his factory teammate Carr, whose third-place finish behind Davis boosted the road racer/dirt tracker to second in the series standings. Parker now leads Carr by 44 points, 175-131.

Davis brought his R&R/Team Saddlemen/Torco/Arai/Fun Products/Max Leathers/Axcel Fast Graphics-sponsored Honda RS750 home second after leading the first seven laps by running the low line on the smooth, banked, Johnny Landers-promoted half mile. But Davis relinquished the lead afer being passed on the high line by both Parker and Hacker. The North Carolinian then fell back further as he tried but failed to gain any advantage after going up high. He then returned to the low line and was able to reel in and pass Hacker by lap 22 in order to secure the rostrum finish, adding that accolade to his victory in the five-lap, $5,000 Crane Cams Challenge held earlier in the evening.

"I got up there (on the box), but he (Parker) got four more points on me," Davis said. "It's hard to gain on him when he finishes in front of you. I guess that why he's the five-time Grand National Champion. But all we're looking for each week is a shot at beating him. We had a shot to beat him tonight. We'll take second. We just go to each race and do the best we can."

Last week's winner and defending Rapid City champion Carr was third aboard his Kenny Tolbert-tuned, Harley-Davidson Inc./Arai/Hap Jones/White Brothers entry. The "Prince of Peoria" nailed down the final podium position only after coming from the third row and facing some tough battles with the "new breed" on the championship tour, Joe Kopp, Hacker and Kevin Varnes. But Carr was up to the task and had enough for each of them, getting by Kopp, then Varnes, and finally a stubborn Hacker on lap 22.

"I had to work hard in the main event, coming from the third row to finish third," Carr said. "Heck, I even moved into second in the points. That's not bad. Of course I'll lose that again

this weekend (Carr will miss the Denver round while he follows the AMA Superbike Series to East St. Louis, Missouri). I'll be right back where I started."

Spectro/Moroney's Harley-Davidson/J&M/Vanson/Motion Pro/Works Performance-backed Hacker finished the Grand National in fourth after appearing to struggle all night right up to the main event. There, the 19-year-old from Prince George, Virginia, got an excellent start and bulled his way to the front of the field, duking it out with Parker and Davis before yielding to both riders as well as Carr. Hacker, perhaps the most promising young rider in the series without a National victory to his credit, was once again satisfied with the top finish, but he admitted that he was left wanting more.

"All these seconds, thirds and fourths are just making me hungrier and hungrier," Hacker said. "Every week that I race makes me want to win even more."

Johnny and Sarah Goad/USC Racing/KK/Penn State Cycles/Shoei/Rose and Barry Krill-backed Kevin Varnes shook off the apparent injury to his right ankle earlier in the week to finish fifth in the main event, the Pennsylvanian appeared to be in contention for the win all evening, and he got a good start in the main event. But Varnes simply got jumped by a hard-charging Carr while battling with Kopp on the fifth lap, and from there the youngest rider on the USC Racing Team could not put anything together that would get him to the front of the pack.

"I didn't know what to expect when I came here," Varnes said. "I didn't know if my ankle would hurt me or not. I went too slow too soon. It felt like I was spinning more toward the end there."

HEATS

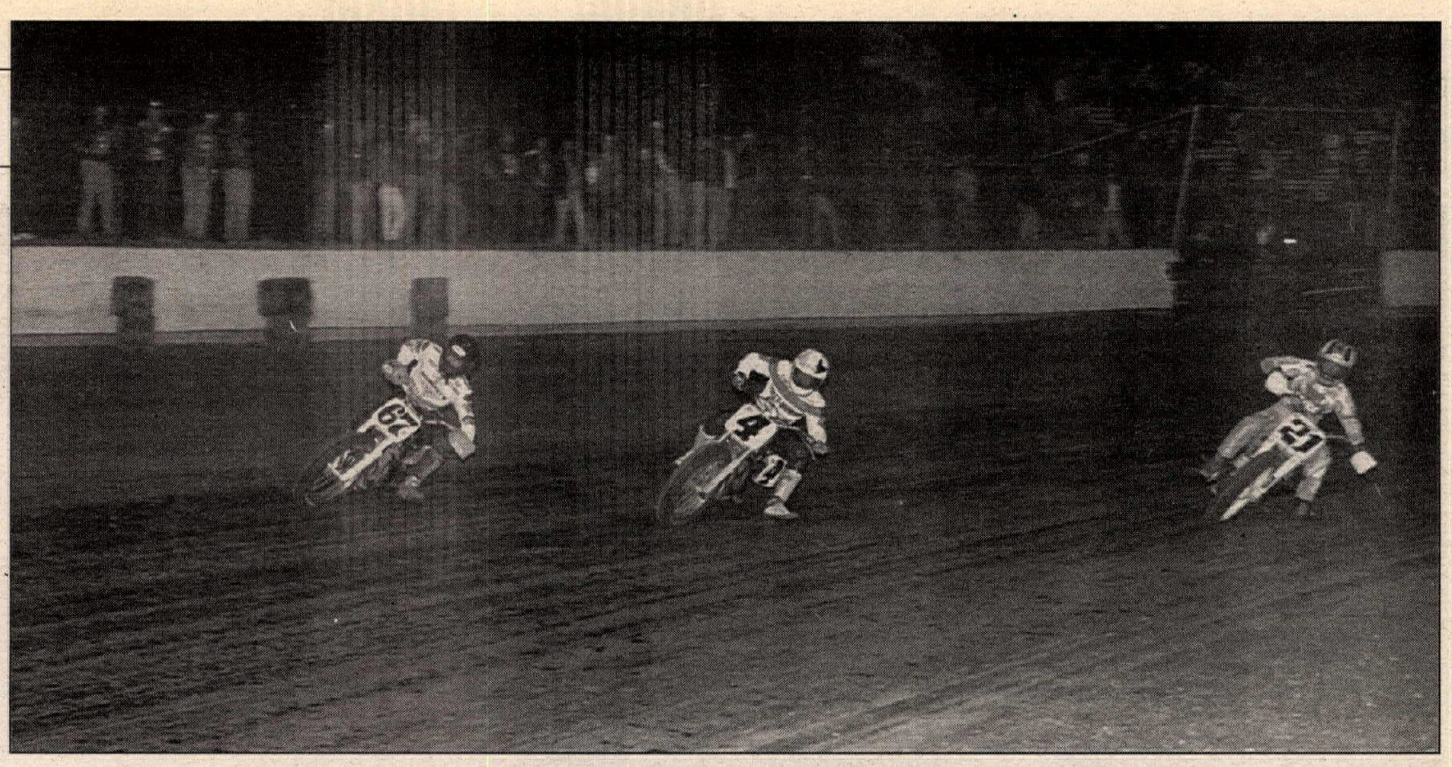
Rookie GNC Expert Paul Morgan III holeshot the field aboard the Gardner Racing-backed entry normally ridden by Aaron Hill (see briefly) and looked poised to steal one of the two transfer positions in the opening 10-lap heat race, but he soon had unwanted company in the form of Deeley Harley-Davidson's Steve Beattie, USC Racing's Terry Poovey and Suburban Harley-Davidson-sponsored Bret Beyer. Beattie pulled clear and took the win while Beyer took the transfer spot awy from Poovey.

"That was a little better than OK City," Beattie said. "I think it's gonna be a neat race because you can run it in deep in one and two, but you have to pole-putt through three and four. A holeshot in the main will definitely be a bonus."

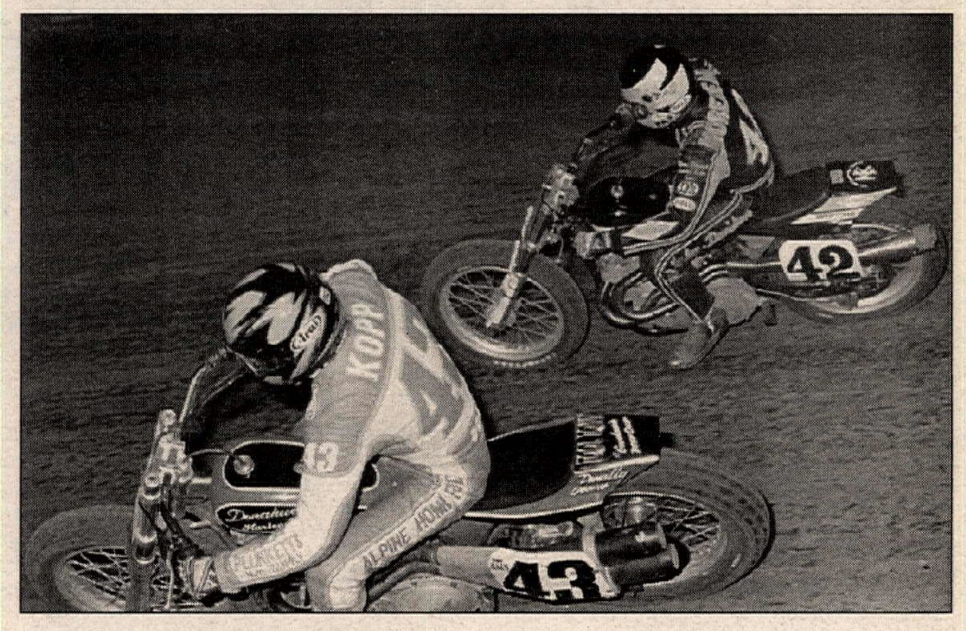
Varnes then stepped up and won the second heat race, which saw him battle for the lead with Ronnie Jones, Larry Pegram and Jay Springsteen. Jones led the first four laps before Varnes threaded his way through the fray to grab the point position off turn two on lap five. He and Pegram then rode away from Springsteen and Jones to finish 1-2 at the flag.

"I was kind of watching those guys to see where they would run," Varnes said. "The groove was working best for me. I was squaring it up and getting a good drive off turns two and four. It was close."

Returning veteran superstar Steve Morehead diced with Parker early in heat three before the reigning champion settled in and refused to be bumped from the lead. In the meantime, Washington rider Joe Kopp moved his Lopko-backed XR750 into contention. As Parker pulled away, Kopp sized up Morehead and then dove underneath



(Above) Mike Hacker (67), Chris Carr (4) and Will Davis argued over second place. Carr got the position, Davis was third and Hacker was fourth.
(Right) Joe Kopp smoked past 10th-placed Steve Morehead en route to sixth in the National.



him in turns one and two to steal a berth to the main.

"That was the main, wasn't it?" the quiet TT specialist Kopp cracked. "I followed Morehead for a lot of the race, then the next thing I knew, I got by him, and I was in the main event. I've been trying to get myself to be like Mike (Hacker) and Kevin (Varnes) and Kenny (Coolbeth Jr.). It's nice to be recognized as one of the up-and-coming guys. Now I just have to start beating them."

Although Davis took a comfortable win, the fourth heat was closer yet as it featured an intense war between former teammates and friendly rivals Hacker and Bob Norfleet Racing's Georgie Price IV (see briefly). The two wailed away on each other for almost the entire 10 laps, with their battle carrying them past Davis on more than one occasion. In the end, Price's ability to get under Hacker in turns one and two proved to be the difference, and the burly rider from New Jersey snatched the second transfer.

"This Bob Norfleet Harley-Davidson is the fastest XR750 that I've ever ridden," Price said. "It's a pretty machine. Hopefully Bob and I can make some money together."

SEMIS

The first semi proved to be interesting as it provided another returning veteran and former three-time Grand National Champion, Ricky Graham (see box), with his final opportunity to make his first main event in just over a year. Graham hung on to the last transfer spot behind Morehead and Springsteen for several laps, but then Kevin Atherton and Morgan came up to challenge, and Graham's night came to an end when he went down between turns three and four.

"I was just trying to find a faster way through there," Graham said. "I was trying to go in real hard and then let it drift. But then I hit a tacky spot and then it (the rear wheel) lit up. It just washed out."

Morehead, Springsteen and Morgan went to the main.

Poovey and Winchester Harley-Davidson-sponsored Ken Coolbeth Jr. waged a battle for the top spot in the second semi, with Poovey just edging Coolbeth, at the line for the win. Coolbeth still went through to the final as did Carr, who finished third after uncharacteristically failing to transfer out of his heat.

"I'm starting to feel like my old self again," Poovey said. "I'm just now starting to get comfortable on the bike. It sure would be nice to win one of these things again."

Hacker, Garvis Honda's Rich King and Jones - all of whom have been getting to the main event through the heat races - got back on track by taking the last three spots to the main event.

GRAND NATIONAL

Davis was away at the first sign of the green light as the 17 riders in the main event sprang off the line, but the starter halted the race and ordered a complete restart, sending Poovey back to the penalty line for jumping the gun. Davis was visibly angered as he pounded his handlebar with his fist while crossing under the red flag.

Davis got the same good start on the second go, however, and he headed for the very bottom of the race track with the lead.

"I found a line down there in the heat race," Davis said. "It worked pretty good, so I used it in the Crane Challenge and it

A new beginning

In light of the Du Quoin Mile accident that claimed the life of his rider, Rodney Farris, tuner Eddie Adkins made the difficult decision to return to the Grand National Championship trail, beginning at Rapid City with a new rider - Ken Coolbeth Jr. "It's just a test to see if I really want to do it," Adkins said. "After all these years, I've only had four or five riders. Rodney was with me a couple different times, so getting another rider is something that I'm not used to."

Adkins said that the decision to come back was made easier by all of the support that he has recieved since Farris' passing. "My wife coerced me into it along with a lot of friends who called and said, 'Don't stop,'" Adkins said. "And one of them was Norman Farris (Rodney's father). I'll tell you, I knew that this (dirt track) was a big family, but I never knew how big. I must have gotten over 500 phone calls. But I needed to do something. I was in a stagnant situation and I didn't have any enthusiasm. The Coolbeths called me, and we talked and decided to try it for a few weeks. We'll talk again at Indy."

Adkins also had a response to those who would draw comparisons between Coolbeth and Farris and thus be unkind to the youngster from Connecticut.

"Kenny even thought that way," Adkins said. "But I told him that all changed when I took the number 92 (Farris' number) off that motorcycle and put on the number 31 (Coolbeth's nunber). Kenny's not riding Rodney Farris' motorcycle, he's riding Kenny Coolbeth's motorcycle. It's a different deal altogether. Taking that number 92 off the motorcycle was one of the hardest things I've ever had to do in my life, but it's just time to get going."

Coolbeth debuted the Eddie Adkins Racing XR by putting it in the show with a second-place finish in the second semi. From there, Coolbeth struggled in the Grand National final, finishing 16th.

Round 14: Black Hills Speedway

(Left) Chris Carr, Scott Parker and Will Davis were all smiles in the winner's circle. Carr overtook Davis for second in the series point standings and sits 46 points behind leader Parker.

worked again. I went down there again hoping that nobody else had seen it."

Davis' line appeared to work for about six laps before he was caught by the Hacker/Parker duel; Varnes had already slipped off the pace by going wide in turns three and four on the second lap.

Parker then shook off Hacker and caught Davis on the back straight on lap six before driving around Davis on the high line in turns three and four to lead the field across the stripe on lap eight.

"I picked a couple of lines that worked," Parker said. "I stayed one or two laps with them, then I just went high in three and four once or twice. That was that."

Though it appeared that Parker then began to steadily pull away, he claims that was not the case.

"My fastest lap was a 23:19, "Parker said. "The rest were 24 something. I never changed all day long. They (other riders) all started going up and down. They were fast and then they were slow."

One thing was for sure. Once Parker had the lead, he had it for good - barring a mechanical breakdown. None would come.

Meanwhile, Hacker was beginning to give Davis fits as the youngster also flashed around the outside of the R&R rider to claim second. Davis then made the mistake of pulling into line behind Hacker.

"I can't say enough about my mechanic," Hacker said. "He did a great job on my bike. He never gave up. He just kept working on it until I was comfortable on it. I was still having trouble getting through one and two."

Davis then returned to the bottom of the track and made time on Hacker

Carr was also on the move as he and mechanic Kenny Tolbert had also finally gotten a handle on their motorcycle.

"We ran a new chassis with the same geometry as the one that we had won with here last year," Carr said. "It worked all right in practice, and then it got worse in the heat. We made about four different changes for the main event."

Apparently they worked as Carr caught Davis, who then went back to the low post. Both riders then managed to get around Hacker on lap 22. Varnes made his way back to fifth after dispensing with Kopp and Pegram.

But they all chased Parker back to the line, and the factory's number-one dirt tracker had given a win to the Harley faithful in attendance and put another notch on his victory holster. Afterward Parker praised the race track preparation.

"The track was excellent. It was safe." Parker said. "We have had some of the best tracks to race on this year that we've had in years. But it doesn't matter. Everybody's got to race on the race track. I don't care if its smooth or a hole hopper. Bill and I will adapt. Just like all this talk of all these half miles. I don't care if they want to run 29 short tracks and TTs. We'll adapt."

But can Parker adapt in such a way that won't make such a thorough domination boring?

"Hey," Parker said. "I don't mind winning by inches as long as you can guarantee that I will."

Fortunately for Parker, and for his competition, there are no guarantees in racing. CN

Black Hills Speedway
Rapid City, South Dakota
Results: August 9, 1995 (Round 14 of 24)

HEAT 1 (10 laps; 11 riders, top 2 transfer): 1. Steve Beattie (H-D); 2. Bret Beyer (H-D); 3. Terry Poovey (Hon); 4. Paul Morgan III (H-D); 5. Jim Sumner (H-D); 6. Jason Fletcher (H-D); 7. Marc Gifford (H-D); 8. Rex Fisher (H-D); 9. Willie McCoy (H-D); 10. Tommy Colson (H-D); 11. Steve Liberty (H-D).
Time: 3 min., 58.43 sec.

HEAT 2 (10 laps; 12 riders, top 2 transfer): 1. Kevin Varnes (Hon); 2. Larry Pegram (H-D); 3. Ronnie Jones (Hon); 4. Jay Springsteen (H-D); 5. Brett Landes (Hon); 6. Dan Butler (H-D); 7. George Roeder II (H-D); 8. Lance Jones (H-D); 9. Jeff Dietz (H-D); 10. Clint Vahsholtz (Hon); 11. Jess Roeder (H-D); 12. Don Estep (H-D).
Time: 3 min., 58.63 sec.

HEAT 3 (10 laps; 11 riders, top 2 transfer): 1. Scott Parker (H-D); 2. Joe Kopp (H-D); 3. Steve Morehead (H-D); 4. Chris Carr (H-D); 5. Dave Camlin (H-D); 6. Kevin Atherton (H-D); 7. Allon McBee (H-D); 8. Steve Aseltine (H-D); 9. James Hart (H-D); 10. Paul Lynch (H-D); 11. Lonnie Kopp (H-D).
Time: 3 min., 58.21 sec.

HEAT 4 (10 laps; 12 riders, top 2 transfer): 1. Will Davis (Hon); 2. Georgie Price IV (H-D); 3. Mike Hacker (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Ricky Graham (Hon); 6. Rich King (Hon); 7. Dale Jenneman (H-D); 8. Chance Darling (H-D); 9. Kenten Longcor (Hon); 10. Brian Anderson (H-D); 11. Jerry Southworth (H-D); 12. Recil Hart (H-D).
Time: 4 min., 00.29 sec.

SEMI 1 (8 laps; 13 riders, top 3 transfer): 1. Steve Morehead (H-D); 2. Jay Springsteen (H-D); 3. Paul Morgan III (H-D); 4. Kevin Atherton (H-D); 5. George Roeder II (H-D); 6. Chance Darling (H-D); 7. Marc Gifford (H-D); 8. James Hart (H-D); 9. Tommy Colson (H-D); 10. Don Estep (H-D); 11. Clint Vahsholtz (Hon); 12. Jeff Southworth (H-D); 13. Ricky Graham (Hon).
Time: 3 min., 12.21 sec.

SEMI 2 (8 laps; 13 riders, top 3 transfer): 1. Terry Poovey (Hon); 2. Ken Coolbeth Jr. (H-D); 3. Chris Carr (H-D); 4. Brett Landes (Hon); 5. Jason Fletcher (H-D); 6. Lance Jones (H-D); 7. Willie McCoy (H-D); 8. Allon McBee (H-D); 9. Dale Jenneman (H-D); 10. Recil Hart (H-D); 11. Paul Lynch (H-D); 12. Brian Anderson (H-D); 13. Jess Roeder (H-D).
Time: 3 min., 12.39 sec.

SEMI 3 (8 laps; 13 riders, top 2 transfer): 1. Mike Hacker (H-D); 2. Rich King (Hon); 3. Ronnie Jones (Hon); 4. Davey Camlin (H-D); 5. Dan Butler (H-D); 6. Jim Sumner (H-D); 7. Steve Aseltine (H-D); 8. Jeff Dietz (H-D); 9. Rex Fisher (H-D); 10. Lonnie Kopp (H-D); 11. Steve Liberty (H-D); 12. Rob Gette (H-D).
Time: 3 min., 12.87 sec.

CRANE CAMS CHALLENGE (5 laps; 6 riders): 1. Will Davis (Hon); 2. Joe Kopp (H-D); 3. Kevin Varnes (Hon); 4. Steve Beattie (H-D); 5. Larry Pegram (H-D); 6. Bret Beyer (H-D).
Time: 1 min., 59.25 sec.

GRAND NATIONAL (25 laps; 17 riders): 1. Scott Parker (H-D); 2. Will Davis (Hon); 3. Chris Carr (H-D); 4. Mike Hacker (H-D); 5. Kevin Varnes (Hon); 6. Joe Kopp (Hon); 7. Larry Pegram (H-D); 8. Paul Morgan III (H-D); 9. Ronnie Jones (Hon); 10. Steve Morehead (H-D); 11. Georgie Price IV (H-D); 12. Rich King (Hon); 13. Steve Beattie (H-D); 14. Terry Poovey (Hon); 15. Bret Beyer (H-D); 16. Ken Coolbeth Jr. (H-D). 17. Jay Springsteen (H-D).
Time: 9 min., 55.27 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 14 of 24 rounds): 1. Scott Parker (175 points/5 wins); 2. Chris Carr (131/2); 3. Will Davis (130/1); 4. Rich King (124); 5. Jay Springsteen (100/1); 6. Kevin Atherton (97); 7. Steve Morehead (83/1); 8. Kevin Varnes (78/1); 9. Mike Hacker (77); 10. Ronnie Jones (76); 11. Steve Beattie (58/1); 12. Davey Camlin (49/1); 13. Brett Landes (47/1); 14. Larry Pegram (45); 15. Terry Poovey (38); 16. Rodney Farris (H-D); 17. (TIE) Joe Kopp (33)/Dan Butler (33); 19. Georgie Price IV (31); 20. George Roeder II (23).

AMA 883cc NATIONAL (12 laps; 17 riders): 1. Lance Jones; 2. Georgie Price IV; 3. Mike Hacker; 4. James Hart; 5. Jay Springsteen; 6. Doug Beattie; 7. Jess Roeder; 8. Jason Fletcher; 9. J.R. Schnabel; 10. Bret Beyer; 11. Nate Wait; 12. Recil Hart; 13. Dale Jenneman; 14. Steve Aseltine; 15. Tommy Colson; 16. Keith Jacobsen; 17. Gary Rogers.
Time: 4 min., 56.03 sec.

AMA 883cc NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 10 of 17 rounds): 1. Jay Springsteen (171 points/7 wins); 2. Mike Hacker (138); 3. Georgie Price IV (107); 4. Jason Fletcher (89); 5. James Hart (81/1); 6. Lance Jones (57/1); 7. Doug Beattie (53); 8. Matt Wait (45/1); 9. Nate Wait (44); 10. Keith Jacobsen (34); 11. Bret Beyer (33); 12. (TIE) Jess Roeder (30)/Dale Jenneman (30); 14. (TIE) Tommy Colson (28)/Ben Bostrom (28); 16. Robert Miller (25); 17. (TIE) Jim Sumner (15)/Eric Bostrom (15); 19. Randy Texter (14); 20. Steve Aseltine (12).

Upcoming Rounds:
Round 15 - Denver, CO, Aug. 12
Round 16 - Indianapolis, IN, Aug. 19

Guess who's back?

If you said none other than three-time Grand National Champion Ricky Graham, you'd be right on the money. Rumors that the Californian had recovered from his career-threatening play-riding accident and was going to return to the circuit for the first time since suffering an ankle injury at the fall '94 running of the Pomona Half Mile have been circulating since the Du Quoin Mile, but Graham finally donned his leathers and contested Rapid City aboard a Johnny and Sarah Goad/USC Racing-backed RS750. "We're just going to have fun," Graham said of his return. "I'm feeling pretty good, but I never say I'm going to win."

The '93 Grand National Champion appeared to be competitive right from the first practice session, reeling off lap times in the mid- to low-23-second range - right in there with the rest of the top contenders. But Graham appeared to be a bit detuned in actual racing conditions, finishing fifth in his heat race and then crashing out of the first semi and aggravating a shoulder injury suffered while he was preparing to return. Graham had intended to ride the Denver Half Mile, but instead elected to ride with the team to Denver and then catch a plane back to California to have the shoulder - which is reportedly broken in two places - examined.

Stay tuned...

Parker rumbles to victory

En route to scoring his 65th career Grand National victory, Scott Parker pulled enough of a lead that the sound emanating from his Bill Werner-tuned Harley-Davidson factory XR750 could be heard separately from the rest of the field battling it out on the track. And if you listened closely enough, you might have noticed that Parker's motorcycle had a clearly distinct tone; gone was the trademark staccato roar of Parker's machine and in its place was a soul-wrenching deep bellow. The reason? Parker was aboard a "twingle." Parker's mechanic Bill Werner explained.

"A Harley-Davidson has a single-pin crank with 45 degrees of separation, which gives you two choices for the firing order - one hundred fifty-seven and a half degrees apart and two hundred two degrees apart. But all you have to do is turn two cams one hundred-eighty degrees and one ignition one hundred-eighty degrees and you have what we call a "twingle." The engine fires forty-five degrees apart, almost but not quite like a big single. It's like the "big bang" concept that they use in road racing. Conceptually, this configuration should make it easier for us to hook up on a slick track, but that's best left up to the people who would speculate about such things. The reality is that we've used this engine since the Sedalia Half Mile, and we've gotten two firsts and a second." And then as if to shrug off letting the cat out of the bag, Werner added another plausible explanation for Parker's success. "It's the rider," Werner said.

Briefly...

Scott Parker landed $4,500 for his win as well as $3,200 from Harley-Davidson and $300 from Bell Helmets for a total of $8,000 in purse and contingencies.

Lance Jones won the AMA 883cc National main event by a country mile over **Georgie Price IV** and **Mike Hacker**, who finished second and third respectively, but the final results are unofficial pending a teardown of the top three finishers' machines by the AMA. Rather than tear the bikes down at Rapid City, AMA Tech Inspector **Greg Crow** chose to seal the motors, which will be torn down at the Denver Half Mile. Should any of the top three competitors tamper with the seal or fail to present their motorcycles at Denver, they will be disqualified.

Georgie Price IV was sporting a new ride for the Rapid City Half Mile, having teamed up with Virginia team owner **Bob Norfleet**. Norfleet was campaigning his Harley-Davidson XR750s with **Rusty Rogers** aboard, but the two parted after the Hagerstown Half Mile. "We parted company as friends," Norfleet said of his deal with Rogers. "We just weren't getting along with the racing too well. Its sort of like he's a free agent and I'm a free agent."

With his new 750 deal, **Georgie Price IV** is no longer completely under the wing of the **Spectro/Moroney's Harley-Davidson team**, which fields both 750s and 883s for team members **Mike Hacker** and **Jason Fletcher**. But Price has not cut the cord completely, as he will continue to ride a Spectro/Moroney's team Harley-Davidson in the AMA 883cc National Series.

How long had it really been since **Ricky Graham** last dove into his Grand National gearbag? "I went to get my stuff together and I grabbed my race boots. I saw some bits of paper in the right one. So, I shook it out, and six mice fell out of it and scattered."

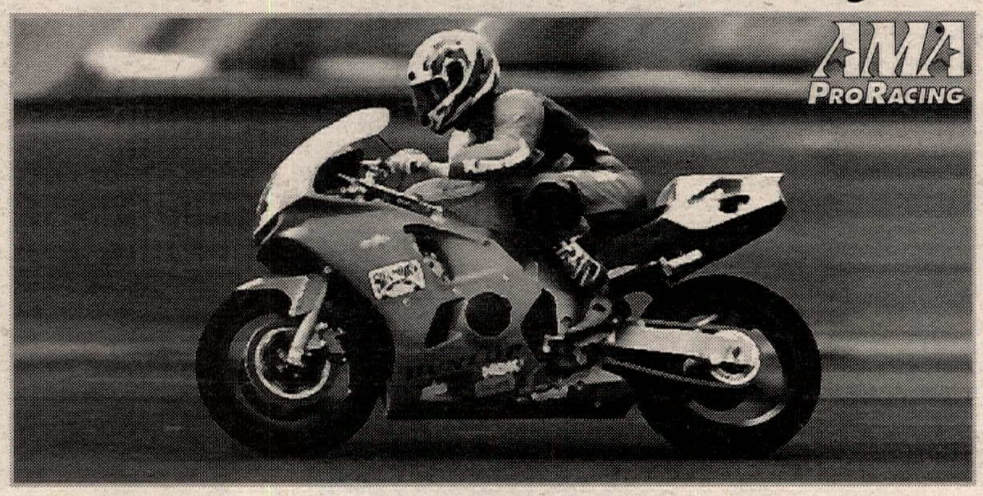
Paul Morgan III rode Rapid City aboard the **Gardner/Walter Brothers** Harley-Davidson of injured Californian **Aaron Hill**, and the Centralia, Illinois-based rider met with good results. Having made his first Grand National at the Oklahoma City Half Mile on July 29, Morgan once again raced his way into the show via the first semi and then went on to finish eighth in the final. According to team owner **Steve Gardner**, Hill may retire again, leaving the Gardner ride open once again, though whether or not Morgan, who currently has a ride with team owner **Fred Schmulbach**, will fill the position remains to be seen.

Though he won his heat race, **Scott Parker** elected not to take part in the Crane Cams Challenge. "I chose not to take part in the Crane Cams Challenge because they make us wear a bib that covers up all our other sponsors," Parker said. "I don't understand why we have to do that. It is already called the "Crane Cams Challenge." I wouldn't mind wearing a hat on the podium or something like that. But for $1000, it's not worth covering up my primary sponsor, Harley-Davidson."

Despite being handed a 17th-place finish after his chain reportedly came off on the 24th lap, **Jay Springsteen** still remains in a very solid fifth-place in the series standings with 100 points and one win. By contrast, three riders with one victory each - **Steve Beattie**, **Davey Camlin**, and **Brett Landes** - are hovering just outside the top 10. It pays to be consistent.

SEARS POINT RACEWAY

Fast Food Menu for August



Sears Point Raceway will be serving up its own torrid motorcycle recipe made with equal portions of screaming engines and hot exhausts, all topped off with melted rubber, as the main course of the ***McGraw Insurance California Superbike Challenge.***

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WILL WINS SEDALIA WITH TORCO POWER

SEDALIA, MO. – July 22 — Will Davis had plenty of reason to smile on the Sedalia Half-Mile. Will chalked up a solid win on his RS750 Honda, and shot into sole second place position in the race for the AMA Grand National Series Championship. Congratulations Will.

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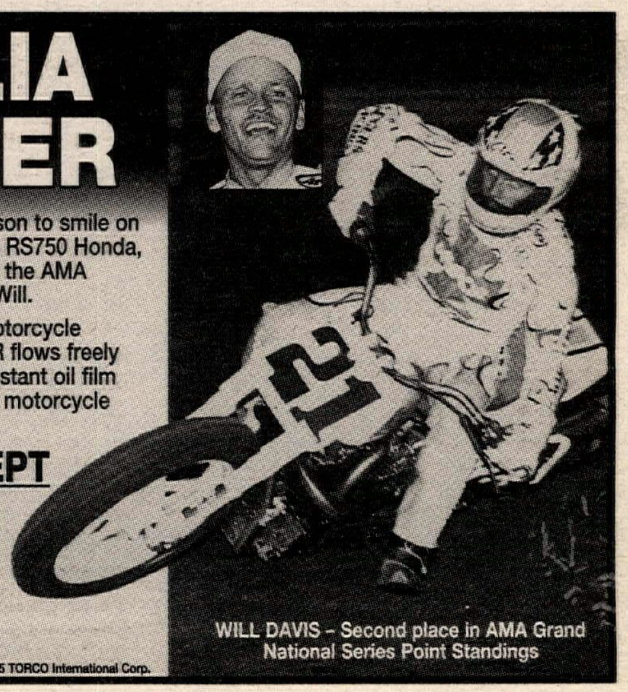
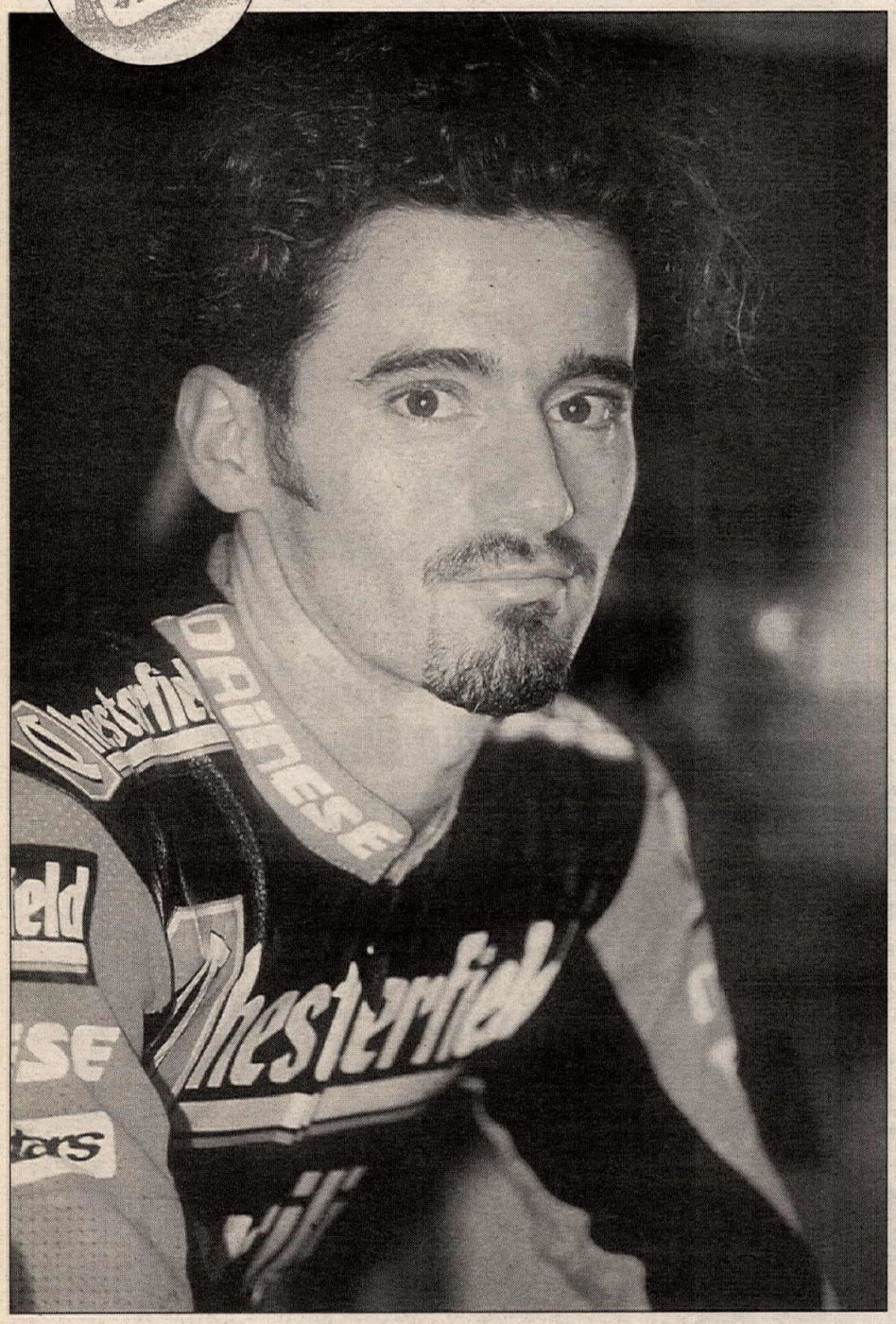
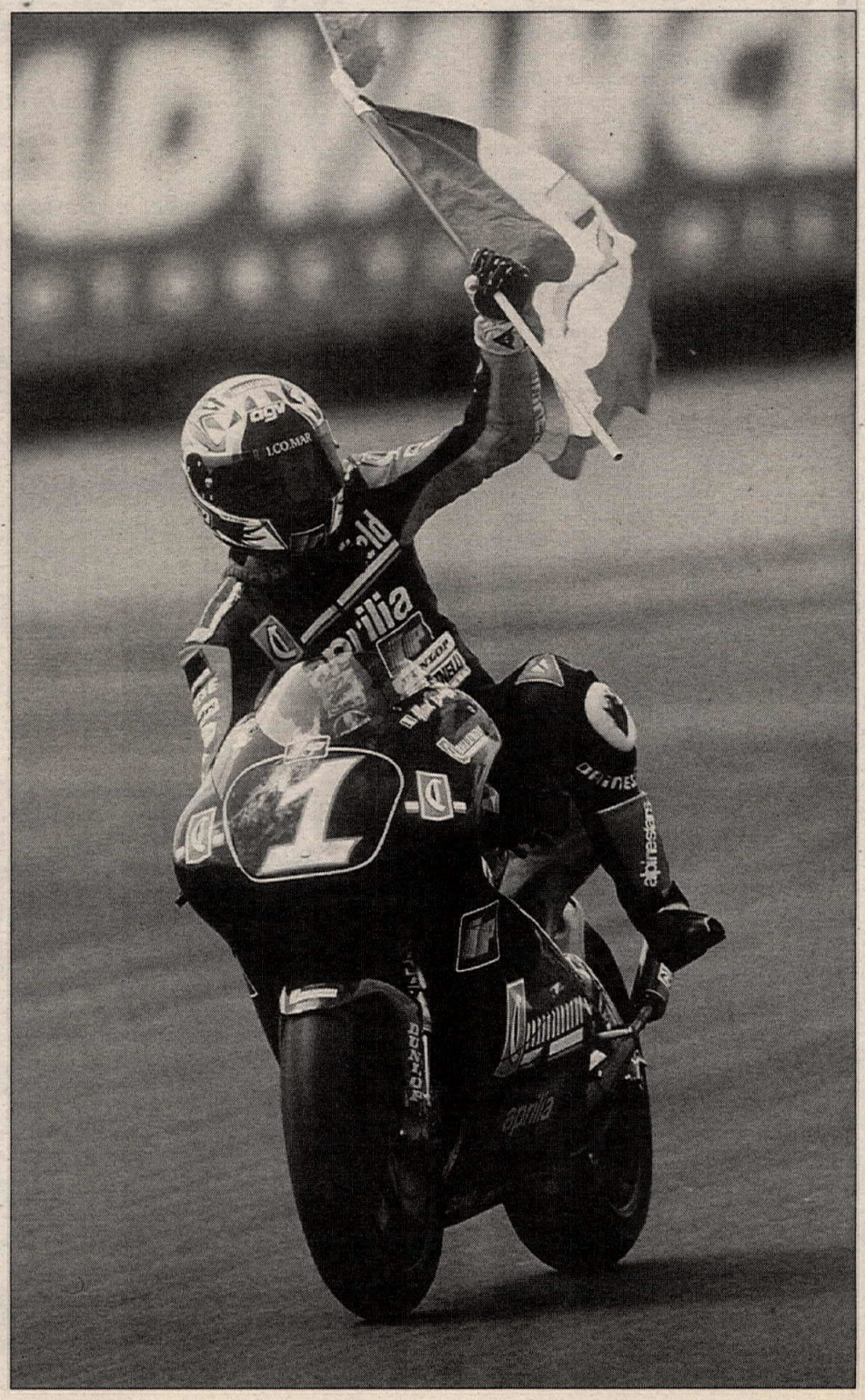


WILL DAVIS – Second place in AMA Grand National Series Point Standings



Max Max

By Michael Scott
Photos by Gold & Goose



At the moment, two weeks is a long time in the life of Max Biaggi. He is in the middle of contract negotiations with Aprilia, you see, and they are being conducted in a very Italian way, with lots of public promises on both sides to remain discreetly silent about them, followed shortly afterwards by tirades of angry criticism from both sides about the other's ridiculous, crazy bargaining position; and a string of "final deadlines" that come and go with the regularity of commuter trains.

All achieved, somehow, with warmth and sympathy. So that, when asked at the end of the interview if there is anything we haven't spoken about, Max does have something to add: "If you heard anything about trouble between me and my team, it is all rubbish. We have never had any argument."

Max has plenty of other things on his mind, of course.

Not least among these is the battle to hold on to his 250cc title; which, is really going rather well, requiring little more from now on but that he put aside his previous tendency to crash, and continues to exploit his machine superiority over the rival he most fears - Tetsuya Harada.

But these negotiations are crucial, because they will determine not only the 24-year-old Roman's earning power over the next year or more, but also the direction of his future. As a child, Max always wanted to be a soccer star, and he discovered his talent for racing almost by accident. Now he is set for a serious big-time future, and must decide. Will he stay in 250s, or go to 500s? And if the latter, will it be on Aprilia's V-twin "Super-250", or on a V-four?

Biaggi, seated in a quiet corner of Aprilia's hospitality unit, answered all these questions and more, speaking the good if highly Italian-flavored English that he learned over the space of one winter, when he realized that he would need it if he was to exploit the full potential of his future stardom.

Firstly, how much difference had winning the World Championship meant in his life?

"At the moment, I have kept all the original things of my life. I haven't changed very much. I haven't bought myself a Ferrari. But my life has become more busy than before, and I am more popular. I have many friends who work in television, and I have been on a couple of shows. Just fun.

"You have to live with this, and expect some extra pressure. But that is not why I do it - to be famous and rich. I like the world of motorcycles. That's all."

The defense of what he has won seems to be going easily. After losing points crashing in the wet in Japan, Biaggi had regained momentum and the points lead with three wins in a row in Germany, Italy and Holland. Furthermore, Harada was injured. Wasn't it all getting a bit too easy?

"It's never easy, but maybe it's easier

because I have good experience now. That has helped me this year. And I think my riding has improved. My aim this year is that I don't want to make any more mistakes. I want to be more consistent. You must always try to improve. You never finish learning."

His style this year has tended towards the runaway win, as achieved very convincingly at Shah Alam and also at Assen. But Max is not averse to close racing. "It's much nicer when you win in the last lap. It is more exciting for me and for everybody else. But it's also important to be able to go away by yourself. It depends on the track. Here at Le Mans it's a short track and easy for everybody to learn. It will be a close race. Assen is much harder. It's long and the ground is very flat, so there is not much sign of where to brake or find the cornering line. I love that track."

Max was right about a close race at Le Mans; and he was in fact narrowly beaten by Honda-mounted Ralf Waldmann. A fortnight later in Britain he drew still further ahead, with another dominant win. He admires the Honda, but is rather dismissive of the riders, reserving his praise for the Yamaha jockeys.

"Basically, Yamaha has the best frame, Aprilia has the best engine, and Honda has a good compromise.

"At Jerez (where Harada's Yamaha won) for sure the Yamaha's chassis was better than ours. I rate Harada as the best rider for the way he takes his line in the corners. He's fast. If he was on a Honda he'd be difficult to beat...though maybe he would not have the same feeling on a Honda. I also think Kenny Roberts Jr. is good. He's also smooth. Maybe that is the Yamaha's nature. On my bike it is impossible to be smooth. The engine is strong, but it's also peaky and nervous.

"That's the big advantage of the Honda, especially like here with the low gearing and three first-gear corners. They are very smooth when you open the throttle, and their riders can have greater control in very slow corners. Shah Alam is also slow, but there are no first-gear corners, so I was able to go away in front."

Biaggi prefers fast corners and flowing tracks. "I think my riding strength is corner speed. That is where I find my big advantage over other riders." He has managed to translate this advantage into class superiority that should, all things remaining equal, translate into a second title, provided nothing untoward happens on the way.

But where does that leave him? Top man in the secondary class, with his great rival Loris Capirossi already getting established in the 500cc class.

Biaggi plans to join him there soon. "I am still only 24, so I have some time - maybe 10 years more racing. Luca (Cadalora) is 33 now. I have time to learn. But for sure I want to move to the 500cc class within two years. It is the Formula One of bike racing, where everybody wants to go. To be the best you have to win in the 500 class."

Max is coy about rumors linking him with Suzuki. "If I really want to move soon, I have some opportunities. But I think the middle of the season is not the time to be talking about it."

And in any case, does he think he'll have the same feeling on a 500 as on a 250. "I've never even tried a 500, so it's difficult to say if I could ride one well. I'm very curious to find out. But I think when you have good corner speed, you have the basis to go fast."

Max is an Aprilia man through and through, and is proud to affirm: "I have won the Italian, the European and the World Championships on the Aprilia." (His single year on the Kanemoto Honda on Michelins in 1993 was crash-strewn, and preferably forgotten.) But it seems unlikely that he will be the man to campaign for them in the 500 class. At least not just yet. Not while they're trying to go against the flow of V-four dominance with their lightweight 400cc V-twin. The project is interesting, but fighting against the odds doesn't fit Max's career-plan. He hasn't even asked for a quick gallop on the current bike. It's Reggiani's machine, after all.

"I've never tested the 400. I've never been asked to ride it, and I've never asked to ride it. I think it is not nice to take the bike of another rider. For sure I would be unhappy if someone took a ride on my bike. I have respect for other riders."

Biaggi usually can lap his 250 within tenths or even hundredths of Reggiani. At Suzuka he was almost a full second faster than the bigger-engined bike; at Assen within half a second around another long-fast track. There are different ways of showing "respect for other riders", and in this case he manages to belittle Loris by refusing to comment on why the supposedly faster 400 is not circulating more quickly.

"I would expect it to be about a second faster than the 250 at most tracks," he adds. But he does not see himself as the man to prove it.

"The bike is very interesting, and it has potential, but I think what it has now is right for the development - a good rider at the end of his career. No young rider who is coming up would accept to take on a development like this. Fifth place is always fifth, and it's not the same as winning. It's bad for you to give too much of what you have and only come fifth, when on another bike the same effort might make you come first."

So what will he do? It has been widely rumored that a cash demand of more than $1 million had put him out of Aprilia's price range, and team boss Carlo Pernat was quoted as saying: "Max is not the only 250 rider. We have many other young riders. We would prefer to miss the championship for one year than to pay his price."

Rumors and hearsay? It was rather too widely circulated not to have some credibility; but negotiations had apparently moved on, and rider and factory were now closer to agreement than ever before.

"I am meeting the factory owner next week and we will try and work it out and make a decision," he said at Le Mans. "I think we can do it.

"It's not a money problem. It's because I worry that Aprilia try to do too much with too many riders. We are not big like Honda. But the factory is racing in the 500, 250 and 125 classes. But we are only getting results in the 250 class, and we would do better to continue to work in that class. With too many things to do you can lose power for the main thing.

"At the moment, maybe there are too many riders. I think the maximum should be two in the 250 class." (Aprilia supports three: Biaggi and Jean-Michel Bayle in the Aprilia team, and Roberto Locatelli on a 1994 works bike in the Nastro Azurro team, where they also back 125 riders Stefano Perugini and Giovani Scalvini.) I do not expect to be the only rider... though that may be better. Honda has only one factory rider."

Biaggi is not forthcoming about his relationship with current teammate Bayle. "Basically our bikes are the same, and the factory try so that if something new comes we both get it at the same time. We go our own way on development, with no discussion between the riders, though the technicians have discussions. I can't say anything about him. I don't think that would be nice.

"I would like to take the chance to say thank you to my team. We've never had a problem together. If you hear that we are arguing in the pit, that is just some journalist's dream.

"We are always happy. I am happy. I am a happy man."

Which leads to one final question: is there anything that you fear? Max smiles. He's had this one before, no doubt.

"Only that racing is finished. That this world dies and that nobody ever races again. That is my only fear." CN

Washougal MX Park

Tuneup in *paradise*

(Left) Team SplitFire/Pro Circuit/Kawasaki's Ryan Hughes used amateur day at Washougal to tune up for the next day's 125cc National.
(Above) Ross Maeda (8) and Rory Berg (9) scrapped in the Old Timer Expert class. Maeda was second overall, Berg was third.

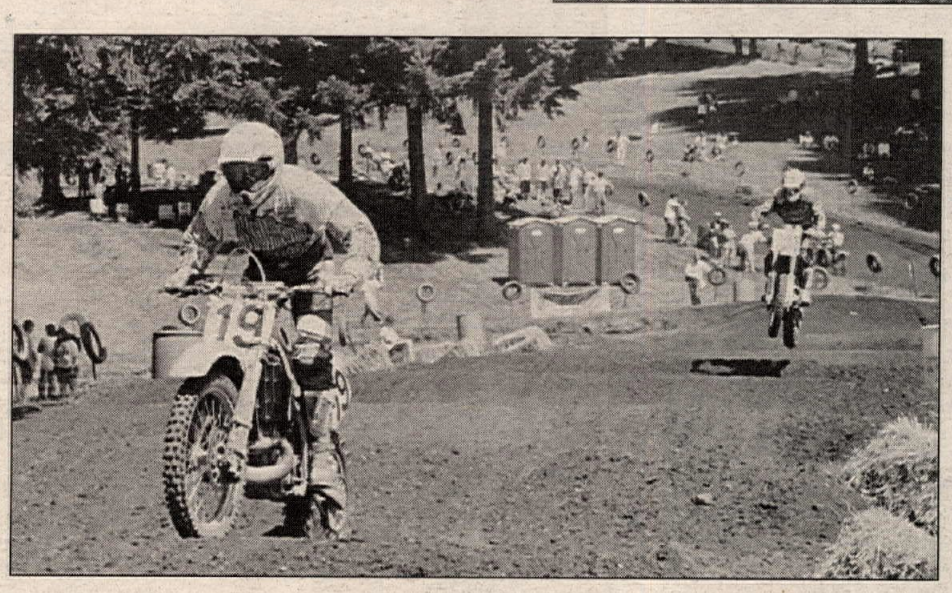
(Right) Randy Futral (163) and Tommy York (479) led the 125cc Intermediate Division 2 field off the line. (Below) Rob Healy (19) led overall Vet Novice Division Three winner Kurt Cannon (141) in moto one. Healy ended up third overall.

By Seymour Bettys

WASHOUGAL, WA, AUG. 4-5

Ryan Hughes is determined to win the 1995 AMA 125cc National Championship. Having signed a contract with Team Kawasaki to contest the '96 250cc National Championship Series, Hughes knows that this is his last chance to earn a title in the eighth-liter division, and is taking every step to accomplish that goal.

Take Washougal, for instance. The Team SplitFire/Pro Circuit/Kawasaki rider showed up at Washougal MX Park on amateur day in order to take a few extra laps around the track in hopes of gaining that extra edge needed to beat his championship rivals. The extra day spent at the track must have worked, as Hughes emerged with a bit of breathing room in the series point standings after the following day's 125cc National. Though he didn't win a moto on Sunday, he was consistent enough to pull away in the standings. As for Hughes' amateur-day performance, he simply outclassed the rest of the 125cc pro field, handily winning the opening moto by nearly a full minute. However, Hughes packed it in shortly after the first go-round in order to conserve energy for the National.



A whopping 1,333 entrants showed up to do battle on the perfectly prepared track that winds through the forests of the Pacific Northwest, making the event one of the biggest in late AMA history. Two full days were required to accommodate all of the riders, and multiple divisions in

Emily Norton smoked the Women's class with a double-moto sweep, and passed many of the Old Timers who started in the first gate as well.

many of the classes were needed as well. The Ralph and Carolyn Huffman-promoted event ran smoothly, but was marred by the passing of Vet Novice-class rider Gary Taber. The popular Kennewick, Washington, rider suffered a heart attack shortly after completing his first moto. A memorial lap was taken for Taber at the following day's National.

Hughes snared the holeshot at the start of the first 125cc Pro moto and was never headed as he roosted away from the rest. Marvin Waldo, David Myers and Dave Lahn battled over the runner-up position throughout the early laps, but Waldo eventually gained control of the spot. Myers ended up second, ahead of Lahn.

"I thought I'd come out and get some extra practice in," said Hughes. "I'm not going to ride the second moto - I don't want to wear myself out for tomorrow."

With Hughes absent, Waldo had his way with the field in the second moto, running away with the win ahead of Myers and Rafael Ramos.

Waldo also returned in the Vet Pro class and scored the overall win with a pair of perfect motos. Second overall went to 1981 500cc National Champion Chuck Sun, who piloted a KTM 250SX. Formerly associated with Husaberg, Sun recently took a position with KTM Sportmotorcycle recently and was getting acquainted with the unfamiliar two-stroke. Still, Sun posted 2-3 moto scores, good enough to edge out third-placed Mike Johnson's 6-2 scores.

The Old Timer Expert class fell to Smith Goggles' Randy Van Dyke. The Yamaha YZ250 rider couldn't fend off the relentless charges of Enzo Racing's Ross Maeda in the opening moto, and was forced to settle for second behind the Kawasaki KX125 rider. Rory Berg was a distant third ahead of Robert Hansen. Things changed in moto two, however. Van Dyke was able to motor away from the field early on, while Hansen and Berg managed to fend of Maeda, who was at a disadvantage aboard his smaller machine. Van Dyke greeted the checkered flag with a comfortable margin of victory, and his 2-1 scores edged out Maeda's 2-4.

Kurt Cannon swept both motos in the Vet Junior Division Three race. Cannon came from behind in the opening moto, overtaking leader Rob Healy of N-Style late in the race, but romped away with a solid win in moto two. Dan Castro was rewarded for his consistent 2-3 finishes with second overall, while Healy took third overall with 2-4 scores.

Emily Norton roosted the Women's class with a pair of wins aboard her Yamaha YZ125. Suzuki-mounted Karri Nash was a distant second in both motos, while Cindy Bartles rounded out the top three.

Ben Shank won the 250cc Intermediate Division Three class with a pair of moto wins, but his victory was hard earned as Pit Pro's Colin Couto dogged him throughout both races. Couto came home second in both motos for second overall, while Mike Hodges rounded out the top three with 4-5 scores. CN

Washougal MX Park
Washougal, Washington
Results: August 4-5, 1995

Friday

80 BEG DIV 1: 1. Veda Addington (Hon); 2. Roger Hopfe (Yam); 3. Josh Holt (Kaw); 4. Ty Wheatley (Suz); 5. Luke Crea (Kaw).

80 BEG DIV 2: 1. Johsua Magill (Yam); 2. Shawn Russell (Yam); 3. Kenny Bell (Yam); 4. Ryan Hansen (Suz); 5. Gerald Patin (Yam).

80 JR DIV 1: 1. C.J. Wolf (Kaw); 2. Nicki Dunn (Yam); 3. Dustin Pharness (Hon); 4. Pete Roberts (Yam); 5. Ryan Taylor (Suz).

80 JR DIV 2: 1. Christopher Tocco (Suz); 2. Matt Sprinsgteen (Hon); 3. Shawn McDougell (Yam); 4. Ben Hale (Yam); 5. Terry Armstrong (Yam).

Continued on page 29

Bauder, Buckelew bag Ponca City

(Left) Kawasaki Team Green's Cory Bauder (156) came out of the woodwork and smoked to the 125cc Modified and Non-Pro class wins. Here, he fends of Suzuki's Charley Bogard. (Below) Yamaha's Justin Buckelew swept all four motos of 80cc 12- to 13-year-old-class competition. Many are dubbing him as Ricky Carmichael's replacement as the dominant mini rider.

By Tony Alessi

PONCA CITY, OK, AUG. 3-5

Rain and mud made the going tough at the 18th annual NMA Ponca City Grand National Championships, but Cory Bauder and Justin Buckelew seemed almost unaffected by the miserable conditions as they raced to several Grand National Championships each. Bauder topped the 125cc Non-Pro and 125cc Modified Intermediate classes, and Buckelew swept all four motos in the 80cc 12- to 13-year-old Stock and Modified classes.

This year's event was a love-it-or-leave-it scenario for the competitors, as remnants of Tropical Storm Dean played Russian roulette with the racers throughout the week. When it rained it was a muddy mess, and when it dried up it was motocross heaven. Moist, loamy dirt brought smiles to the faces of many a racer when it wasn't raining.

In a nutshell, it was a matter of exactly *when* your race happened to run. Depending on your luck, you would race in perfect conditions, or possibly, the mud pit from hell.

Kawasaki Team Green's riding star Bauder turned heads en route to impressive victories in his 125cc races. "He's our secret weapon," said Team Green's Ron Heben. "He doesn't race locally, only at Nationals. But he does practice with the Sasquatch in his dad's cherry orchards to prepare for these big events."

Unknown to most, Bauder has a history of winning, dating back to the late 1980s, when he won the Alaskan Ice Racing Championships, and then went on to win the NMA Super Mini title in the early '90s.

"My next goal is to turn Pro and make my debut at the '96 Washougal 125cc National," said the 17-year-old Bauder.

Over 70 125cc Modified Intermediate class racers made it necessary for qualifiers to be run in order to trim the field down for a single main event. Bauder and Texan Charley Bogard each won their respective qualifiers, which gave them the first two picks on the line at the start of the main. In an effort to improve Bogard's start, Suzuki mechanics used fire from a propane tank to dry off the wet concrete starting pad. When the gate dropped, however, it was Kawasakis that ran one-two, with Caleb Leath and Bauder gaining the edge. Bogard quickly shoved his way to the front and along with Bauder, the two made quick work of Leath and set the stage for a moto-long duel for the class championship.

Bauder seemed smooth and controlled, while Bogard rode with fire in his eyes. Sparks flew on the last lap as the two battled right down to the wire. Bogard went down on the last lap.

"I knew it was coming, because Bogard doesn't know how to lose and he tried to T-bone me and he ended up going down," said Bauder, who went on for the overall win. Bogard recovered in time to salvage second ahead of Leath.

Bogard and Bauder faced off again in the 125cc Non-Pro class. Once again, the

(Left) Charley Bogard (10) dominated the 250cc Intermediate ranks, winning all four motos with apparent ease.

win went to Bauder, with Bogard second. Idaho's Danny Smith, Leath and Brett Racine rounded out the top five.

Bogard did rebound in the 250cc Intermediate classes, where he won the Stock and Modified classes with ease. The rising Suzuki star swept all four motos aboard his RM250. Pat Foster and Brian Stone chased Bogard home in the stock class, and Chris Torrance and Billy Binckley were second and third in the Modified class.

Perhaps the most asked question at Amateur Nationals is, "Who will replace Ricky Carmichael as King of the Minis when he moves to the 125cc class?" R&D Racing's Justin Buckelew may have finally answered that question, as he posted two class victories by winning every moto that he entered in the 80cc 12-13 year-old Stock and Modified classes. His formula for winning appears to be similar to Carmichael's: Pull the holeshot, turn in a couple blazing laps, and go on to ride reserved, mistake-free motos.

In the Stock main, Buckelew holeshot, but had Brian McGavran, Jonathan Shimp, Johnny Marley and Ivan Tedesco in tow. McGavran gave chase on his factory Honda CR80, but he was no match for Buckelew, who pinned it longer on the straights, gassed it harder in the turns, and flew further over the jumps en route to the win.

McGavran ended up second, much to the delight of Honda Mini Team Race Coordinator Bill Orr. "The team is pretty much what we expected," said Orr. "Their new bikes have been under development for the last year and now our team is showing that they are very potent."

The Honda mini effort will continue throughout the rest of the '95 season, and will travel to all five Amateur Nationals in '96 in search of some class championships.

The two rider team includes McGavran in the 12- to 13-year-old class, and Danny Carlson in the 14- to 16-year-old division. They will join past factory Honda mini stars Mike Healey, Mouse McCoy and Rick Simmet.

Buckelew also controlled the pace in the Modified class, as he topped Shimp and Tedesco with ease.

And what about the all-conquering Ricky Carmichael? It was business as usual: Carmichael raced in six motos and won all of them. This year, however, there were a handful of riders who actually kept Carmichael in sight. Local hero Jacob Martin kept close tabs on Carmichael throughout the 14- to 16-year-old Modified race. Martin was impressive as he was armed with a hungrier attitude.

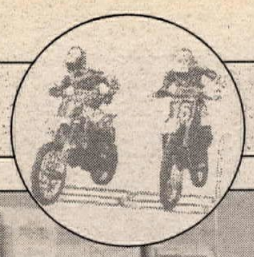
"I only have 10 motos left on an 80, and I am counting them down," said Martin. "Then I will go to California to get my 125cc bikes, and we'll be testing with Greg Albertyn at Suzuki."

And then there was the 11-year-old giant, Travis Pastrana, who kept a close eye on Carmichael in the Super Mini class. Pastrana stayed within three seconds of King Carmichael for most of the two motos. Pastrana, as expected, had no problem in either 80cc 0- to 11-year-old class, topping Ben Riddle and Chase Reed in the Stock class, and Reed and Shane Bess in the Modified class.

Bess hopped off his 80 and onto a 60cc machine, where he pulled holeshot after holeshot on his Cycle Engineering-prepared machine. Unfortunately, crash after crash kept him from scoring a win, and he ended up third in the Jr. Cycle Stock and Modified 9-11 year-old classes.

Bess finished behind Chase Reed and Gene Stull in the Stock race after a last lap crash in the mud blew out his chance for the title. In the Modified class, another crash cost him that title as well, and he finished behind Reed and Josh Hansen, the son of former Supercross and 250cc National Champion Donnie Hansen. CN

(Above) Danny Carlson is the senior member of the newly formed factory Honda mini bike race team. Carlson was third in the Super Mini race aboard the new big-wheeled CR80 Expert. (Left) Rain showers and mud made the going miserable at times. Here, several 60cc pilots stuggle to remount after a messy tangle.



MOTOCROSS

Ponca City NMA Grand National Championships

(Left) Mark Thompson (15) leads Travis Pastrana (199), Ricky Carmichael (167) and the rest off the line in the Super Mini race. Carmichael was the eventual winner, while Pastrana was a surprisingly close second.

Ponca City Grand National Championships
Ponca City, OK
Results: August 3-5, 1995

P/W 0-6 STK: 1. Jeff Alessi (KTM); 2. Dennis Janon (KTM); 3. Mike Alessi (KTM); 4. Edward Herring (KTM); 5. Taylor Gilmore (KTM).

P/W 7-8 STK: 1. Chris Nihan (Edg); 2. Jendall Owens (KTM); 3. Cas Swift (KTM); 4. Chris Blose (KTM); 5. Ricky Hemme (KTM).

P/W 0-8 MOD: 1. Chris Nihan (Edg); 2. Andrew Matusek (LEM); 3. Chris Blose (KTM); 4. Cody Dickey (Yam); 5. Quinn Harris (Yam).

JR CYCLE STK 9-11: 1. Gene Stull (Kaw); 2. Chase Reed (Kaw); 3. Shane Bess (Kaw); 4. Jesus Casillas (Kaw); 5. Chad Cook (Kaw).

JR CYCLE MOD 9-11: 1. Josh Hansen (Kaw); 2. Chase Reed (Kaw); 3. Shane Bess (Kaw); 4. Chad Cook (Kaw); 5. Michael Blose (Kaw).

JR CYCLE STK 6-8: 1. Cody Dickey (Kaw); 2. Brandon Layton (Kaw); 3. Chris Nihan (Kaw); 4. Michael Williard (Kaw); 5. Andrew Matusek (Kaw).

80 STK BEG 12-16: 1. Cody Curtrell (Yam); 2. Derick Hendrick (Suz); 3. Ryan Kelly (Yam); 4. Jason Bird (Kaw); 5. Chris Longwell (Kaw).

80 STK 0-11: 1. Travis Pastrana (Suz); 2. Ben Riddle (Kaw); 3. Chase Reed (Kaw); 4. Derek Gerdes (Kaw); 5. Josh Hansen (Yam).

80 MOD 0-11: 1. Travis Pastrana (Suz); 2. Chase Reed (Kaw); 3. Shane Bess (Kaw); 4. Chad Cook (Kaw); 5. Derek Gerdes (Kaw).

80 STK 12-13: 1. Justin Buckelew (Yam); 2. Bryan McGavran (Hon); 3. Jonathan Shimp (Suz); 4. Eric Williams (Kaw).

80 STK 14-16: 1. Ricky Carmichael (Kaw); 2. Travis Riley (Kaw); 3. Jacob Martin (Suz); 4. Danny Carlson (Hon); 5. Scott Conley (Kaw).

80 MOD 14-16: 1. Ricky Carmichael (Kaw); 2. Jacob Martin (Suz); 3. Travis Elliott (Kaw); 4. Travis Riley (Kaw); 5. Gio Tedesco (Kaw).

S/MINI 0-16: 1. Ricky Carmichael (Kaw); 2. Travis Pastrana (Suz); 3. Danny Carlson (Hon); 4. Gio Tedesco (Kaw); 5. Travis Riley (Kaw).

125 STK BEG: 1. Bryan Gates (Hon); 2. Kevin Townsend (Hon); 3. Josh Jones (Kaw); 4. Scott Greenswood (Hon); 5. David Dyer (Hon).

125 MOD BEG: 1. Kevin Townsend (Hon); 2. Bryan Gates (Hon); 3. Josh Jones (Kaw); 4. Dennis Hotson (Suz); 5. Scott Greenwood (Hon).

125 STK NOV: 1. Tyler Evans (Suz); 2. Aaron Baker (Hon); 3. Cory Morais (Yam); 4. Ryan Broughton (Hon); 5. Justin Lenaburg (Kaw).

125 MOD NOV: 1. Aaron Baker (Hon); 2. J.D. Bailey (Kaw); 3. Cory Morais (Yam); 4. Keny Terracciano (Hon); 5. Oscar Valdez (Suz).

125 STK INT: 1. Caleb Leath (Kaw); 2. Charley Bogard (Suz); 3. Cory Bauder (Kaw); 4. Eric Schnell (Suz); 5. Danny Smith (Suz).

125 MOD INT: 1. Cory Bauder (Kaw); 2. Charley Bogard (Suz); 3. Brett Racine (Kaw); 4. Brian Stone (Kaw); 5. Caleb Leath (Kaw).

125 OPEN: 1. Cory Bauder (Kaw); 2. Charley Bogard (Suz); 3. Danny Smith (Kaw); 4. Caleb Leath (Kaw); 5. Brett Racine (Kaw).

125 STK PRO: 1. Robbie Skaggs (Kaw); 2. Anthony Pocorobba (Suz); 3. Travis Preston (Suz); 4. Billy Akers (Kaw); 5. J.D. Collins (Kaw).

125 MOD PRO: 1. Michael York (Hon); 2. Travis Preston (Suz); 3. Robbbie Skaggs (Kaw); 4. Billy Akers (Kaw); 5. Ryan Clark (Suz).

250 STK NOV: 1. Clay Reed (Kaw); 2. Keny Terracciano (Hon); 3. Matt Minyard (Kaw); 4. Paul Kramer (Hon); 5. R.C. Shafer (Kaw).

250 STK INT: 1. Charley Bogard (Suz); 2. Pat Foster (Kaw); 3. Brian Stone (Kaw); 4. Eric Schnell (Suz); 5. Chris Torrance (Kaw).

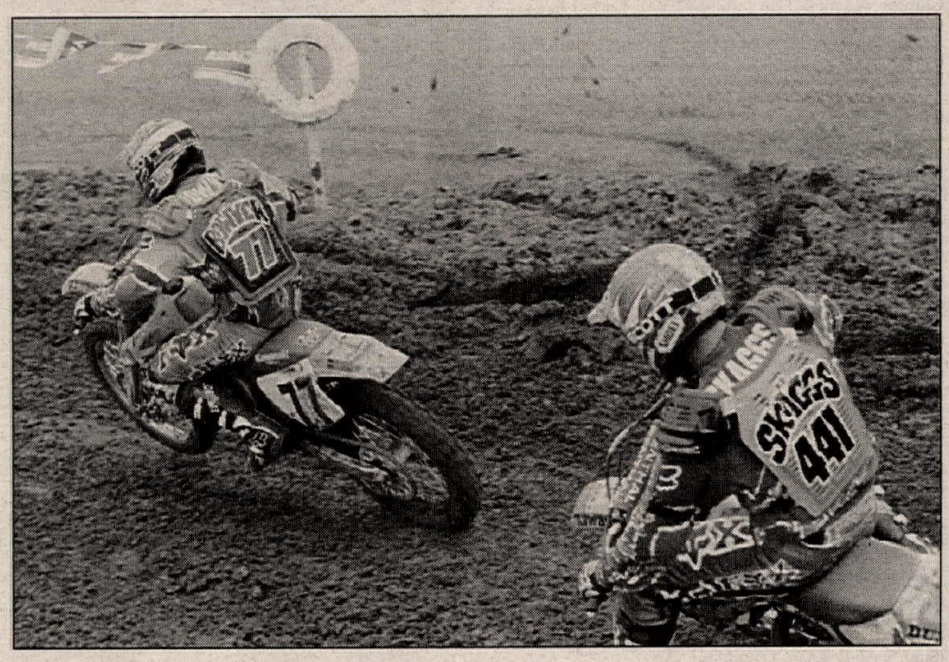
250 MOD INT: 1. Charley Bogard (Suz); 2. Chros Torrance (Kaw); 3. Billy Binckley (Yam); 4. Ryan Terlecki (Suz); 5. Jon Kauffman (Hon).

250 STK PRO: 1. Michael York (Hon); 2. Andy Bowyer (Kaw); 3. J.D. Collins (Kaw); 4. Travis Preston (Suz); 5. Billy Akers (Kaw).

250 MOD PRO: 1. Robbie Skaggs (Kaw); 2. Billy Akers (Kaw); 3. Anthony Pocorobba (Suz); 4. Michael York (Hon); 5. Andy Bowyer (Kaw).

25+ NON-PRO: 1. Whisperin' Smith (Kaw); 2. Donnie Fox (Hon); 3. Gary Salter (Kaw); 4. Mike Kuhn (Suz); 5. Danny Burnap (Kaw).

30+ NON-PRO: 1. Danny Burlap (Kaw); 2. Mike Kuhn (Suz); 3. David Webb (Suz); 4. Edward Hayes (Kaw); 5. Carl Dobson (KTM).



(Left) Chris Nihan aced the Pee Wee 7- to 8-year-old Stock and 0- to 8-year-old classes aboard his Edge Sports machines. (Above) Andy Bowyer (77) and Robbie Skaggs (441) battled at the front of the Pro-class races all weekend long. (Right) All hail King Carmichael: Ricky Carmichael swept all six motos that he competed in and collected three more Grand National Championships.

MOTOCROSS

Continued from page 25

80 INT: 1. Mike Storm (Yam); 2. Jason Hanson (Yam); 3. Nathan Tiernay (Suz); 4. Steve Sullivan (Kaw); 5. Keith Ford (Kaw).

S/MINI: 1. Mike Storm (Hon); 2. Ty Kavaney (Yam); 3. Garhett Carter (Yam); 4. Nicki Dunn (Yam); 5. Michael Di Loretto (Yam).

125 BEG DIV 1: 1. Nathan Piller (Hon); 2. Ben LcClure (Hon); 3. Jacob Willis (Kaw); 4. Ken Hawksford (Kaw); 5. Scott Pekarek (Hon).

125 BEG DIV 2: 1. Craig Holt (Kaw); 2. Jordan White (Hon); 3. Ben Roberts (Kaw); 4. Ryan Jackson (Hon); 5. Ryan Whitmore (Suz).

125 BEG DIV 3: 1. Keith Knight (Hon); 2. Chuck Kreps (Hon); 3. Jason Dodson (Hon); 4. Gabe Smith (Suz); 5. Philip Segundo (Yam).

125 JR DIV 1: 1. Chris Church (Yam); 2. Jeff Conway (Hon); 3. Ito Posca (Kaw); 4. Steve Copher (Hon); 5. Ron Hyde (Hon).

125 JR DIV 2: 1. Jason Ellis (Hon); 2. Russ Robbins (Hon); 3. Michael Lankhoar (Hon); 4. David Myers (Hon); 5. C.R. Eisenzimer (Hon).

125 JR DIV 3: 1. Travis Markell (Hon); 2. Tim Meyer (Hon); 3. Bruce Jackson (Hon); 4. Dan Johnson (Suz); 5. Brian Guerrero (Kaw).

125 JR DIV 4: 1. Darin Polsley (Hon); 2. Matt Williams (Kaw); 3. Tyler Kaviney (Yam); 4. Dan Sturrock (Hon); 5. Lee Carkhuft (Hon).

250 BEG DIV 1: 1. Chet Newton (Hon); 2. Jason Kozina (Kaw); 3. Philip Moncrief (Hon); 4. Wesley Kruze (Yam); 5. Ben Enns (Hon).

250 BEG DIV 2: 1. Philip Segundo (Hon); 2. Danny Lowers (Hon); 3. Travis Gibson (Hon); 4. Tate Matherly (Yam); 5. John Drake (Hon).

250 BEG DIV 3: 1. Greg Brooks (Hon); 2. Jeff Anhalt (Kaw); 3. Mike Maffucci (Suz); 4. Kenyard Lipscomb (Suz); 5. Matthew McBride (Yam).

250 JR DIV 1: 1. Kurt Cannon (Kaw); 2. Charlie Gilmore (Yam); 3. Dan Johnson (Suz); 4. Matt Larson (Yam); 5. Bobby Hubbard (KTM).

250 JR DIV 2: 1. Jon Niemi Sr. (Yam); 2. Jim Henn (KTM); 3. Aaron Davis (Kaw); 4. Jason MacPhee (Yam); 5. Scott Schroeder (Kaw).

250 JR DIV 3: 1. Paul Wright (Yam); 2. Kurt Favre (Hon); 3. Ryan "Red" Pursley (Kaw); 4. Craig Bowman (Yam); 5. Wesley Parker (Suz).

OPEN SPTSMN DIV 1: 1. Tommy York (Hon); 2. David Hilpert (Kaw); 3. Shawn Freiling (Kaw); 4. David Pile (Hon); 5. Rory Berg (Hon).

OPEN SPTSMN DIV 2: 1. Travis Ross (Hon); 2. Todd Wolf (Hon); 3. Michael Protzman (Hon); 4. Bill Jarvis (Hon); 5. Phil Rose (Hon).

BTH DIV 1: 1. Ben Shank (Kaw); 2. Donovan Mitchell (Yam); 3. Randy Futral (Kaw); 4. John DePaul (Hon); 5. Justin Lizotte (Hon).

BTH DIV 2: 1. Richard Collicot (Suz); 2. Travis Gage (Suz); 3. Ian Radich (Hon); 4. Paul Conner (Yam); 5. Kurt Favre (Hon).

Saturday

50 STK: 1. Kenneth Hammontree (LEM); 2. Maxwell Pope (LEM): 3. Skylar Dami (KTM); 4. Cody Leibermann (KTM); 5. Kory Huffman (KTM).

50 MOD: 1. Brandon Ritchie (KTM); 2. Guy Tow (LEM); 3. Lucas Schoen (Yam); 4. Gerald Mauldin (KTM); 5. Logan Shelden (Yam).

60 0-8: 1. Ricky Gunderson (Kaw); 2. A.J. Perez (Kaw); 3. Kevin Dixon (Kaw); 4. Nick Gilbertson (Kaw); 5. Casey Jo Huddelston (Kaw).

60 9-11: 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Donnie Wolfe (Kaw); 4. Dale Ainslie (Kaw); 5. Kiel Krogstadt (Kaw).

125 INT DIV 1: 1. Paul Conner (Yam); 2. Ben Shank (Kaw); 3. David Hughes (Kaw); 4. Dennis Stapelton (Suz); 5. Andy Anaya (Yam).

125 INT DIV 2: 1. Travis Ross (Hon); 2. Cliff Cook (Kaw); 3. Leo Todwell (Hon); 4. Donovan Mitchell (Yam); 5. Shad Echelberger (Kaw).

125 PRO: 1. Marvin Waldo (Kaw); 2. David Myers (Kaw); 3. Rafael Ramos (Suz); 4. Jeff Wyers (Kaw); 5. Ryan Hughes (Kaw).

250 INT DIV 1: 1. Travis Ross (Hon); 2. Cliff Cook (Kaw); 3. Brian Downing (Hon); 4. Shain Stoner (Kaw); 5. Lance Johnson (Yam).

250 INT DIV 2: 1. Ben Shank (Kaw); 2. Colin Couto (Hon); 3. Mike Hodges (Yam); 4. John DePauw (Suz); 5. Jeff Baldwin (Hon).

250 PRO: 1. Don Boesfplug (Kaw); 2. Brett Bierek (Hon); 3. Jeff Bailey (Suz); 4. Phil Gauthier (Hon); 5. Robbie Taft (Kaw).

OPEN SEMI-PRO: 1. Matt Shea (Kaw); 2. Shawn Twiss (Hon).

WOMEN: 1. Emily Norton (Yam); 2. Karri Nash (Suz); 3. Cindy Bartles (Suz); 4. Darcy Patterson (Hon); 5. Rosling Ochs (Kaw).

UTH JR DIV 1: 1. Tim Anderson (Kaw); 2. Michael Segundo (Hon); 3. Jeff Rands (Hon); 4. Jim Sawtell (Hon); 5. Bobby Hubbard (KTM).

UTH JR DIV 2: 1. Jason Dahners (KTM); 2. Chris Alvarado (Hon); 3. Lowell Fretz (Hon); 4. Scott Schroeder (Kaw); 5. Matt Larson (Yam).

UTH JR DIV 3: 1. Jon Nemi Sr. (Yam); 2. Richard Stoner (Kaw); 3. Paul Wright (Yam); 4. Kevin Myhre (Hon); 5. Dean Harper (Kaw).

UTH INT: 1. Shain Stoner (Kaw); 2. Lance Johnson (Kaw); 3. Shawn Freiling (Kaw); 4. Mike Hodges (Yam); 5. Darryl West (Hon).

OT NOV: 1. Dana Bray (Hon); 2. Terry Gillespie (Hon); 3. Ken Garwasick (Yam); 4. Kevin Wilkinson (Hon); 5. Don Flaner (Kaw).

OT AM: 1. Tom Lansford (Hon); 2. John Cummings (Suz); 3. Ron Hudson (Suz); 4. Craig Woodward (Kaw); 5. Dan McClintock (Yam).

OT EX: 1. Randy Van Dyke (Yam); 2. Ross Maeda (Kaw); 3. Robert Hansen (Suz); 4. Rory Berg (Kaw); 5. Tom Atland (Hon).

VET JR DIV 1: 1. Darin Polsley (Hon); 2. Marcel Dallinger (Kaw); 3. Dave Harvey (Yam); 4. Jeff Anhalt (Kaw); 5. Tom Murphy (Kaw).

VET JR DIV 2: 1. Dean Harper (Kaw); 2. Craig Bowman (Yam); 3. Chet Malito (Hon); 4. Tim Gates (Hon); 5. Dennis O'Neil (Kaw).

VET JR DIV 3: 1. Kurt Cannon (Kaw); 2. Dan Castro (Kaw); 3. Rob Healy (Kaw); 4. Mike Finney (Hon); 5. Stu Perry (Hon).

VET JR DIV 4: 1. Scott Lacrosse (Yam); 2. David Pinkman (ATK); 3. Perry Berger (Hon); 4. Kelly Cunningham (Hon); 5. Dana Bray (Hon).

VET INT:1. Merle Hammer (Yam); 2. Dave Silvestri (Suz); 3. John Svensson (Hon); 4. Harry Lankoff (Hon); 5. Ted DeVol (Yam).

VET PRO: 1. Marvin Waldo (Kaw); 2. Chuck Sun (KTM): 3. Mike Johnson (Suz); 4. Martin Klossner (Yam); 5. Frank McKuhn (Kaw).

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Novice	Intermediate
125CC Pro	250CC Pro
Vet Amateur	Vet Pro

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- ✓ Pros: $60 per class (Post $75 per class)
- ✓ Amateurs: $50 per class (Post $65 per class)
- ✓ Pee Wee/1st Timer: $25 per class (Post $35 per class)
- ✓ Pro Purse to 125, 250, and Vet Pros

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	Pre-Entry	Post
Stock/ Grand Prize Classes	$60	$80
1st Timers, Beginners, Intro to MX, Modified	$40	$60
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Gate fees for the Mini Nationals will be $10.00 per person/PER DAY, Fri-Sunday.

Camping fees are $10.00 per vehicle for the entire weekend if you plan on staying overnight at the park.

77th Annual Great American Championship Hillclimb

Vertigo

(Left) Robbie Peterson smoked the 701cc-up Unlimited class, in the process setting fast time for the day at 13.275 seconds. (Inset) Peterson rode a CR1000, fulfilling the definition of "Unlimited" with his Honda that puts two CR500 motors to work in tandem. (Below) Travis Whitlock walked away with the most cash from the $20,000 purse with a pair of first-place finishes, a second and a fourth.

By Karel Kramer/Dirt Rider
Photos by Kramer & Kurt Stolzenberg

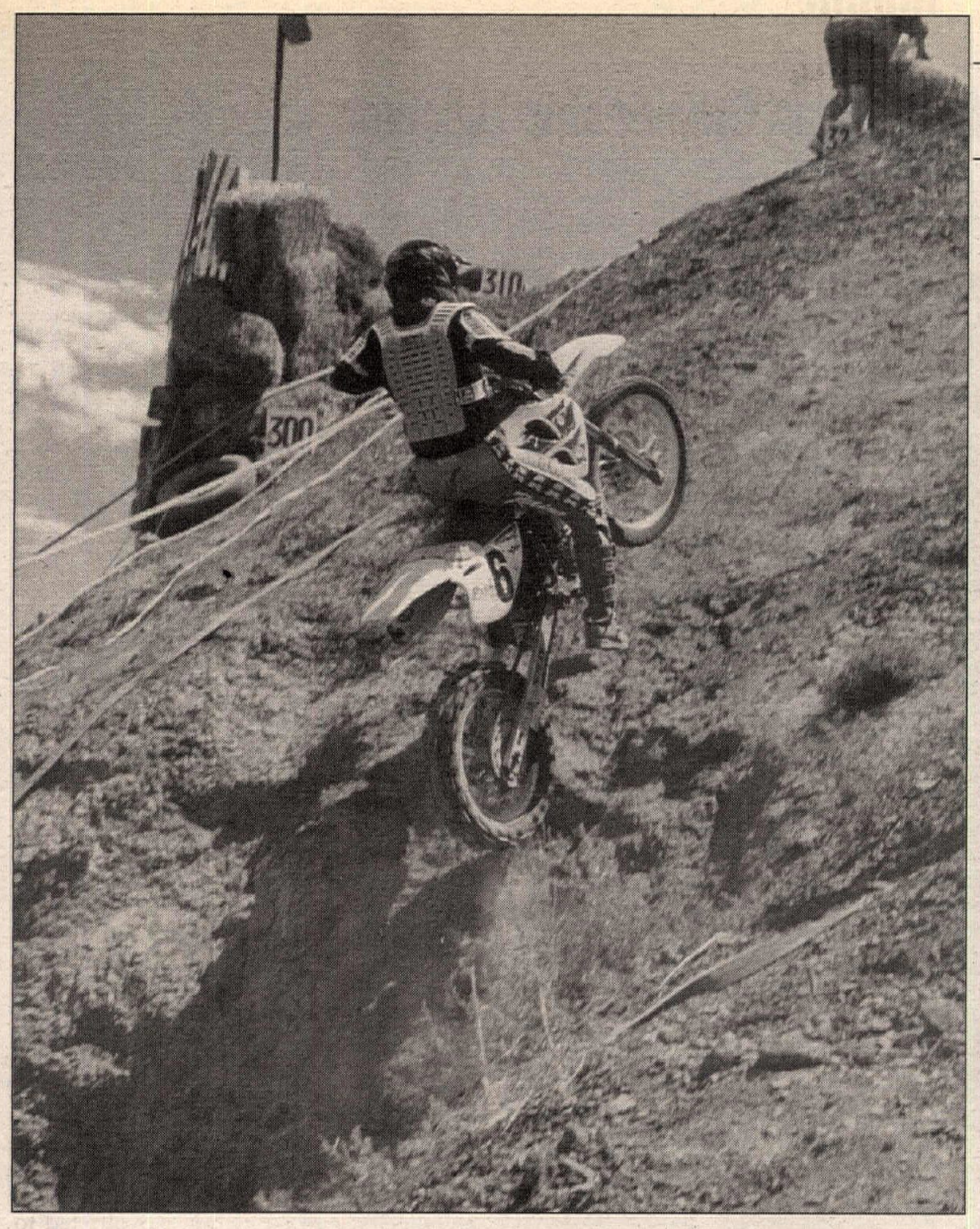
BILLINGS, MT, JULY 29-30

The Billings Motorcycle Club's 77th annual championship hillclimb proved the biggest of a long line of these historic events. Roughly 400 riders met in Montana to battle gravity, mother nature and diabolical man-made obstacles to earn their share of a $20,000 purse. And when the considerable dust cleared, 15,000 spectators had witnessed Utah's Travis Whitlock cart off the lion's share of the reward from the four offered money classes. Whitlock's worst finish was a fourth in the Open Rubber-tire class. His best came in the 0-600cc Rubber-tire class and the 0-700cc Unlimited class with a pair of firsts on modified Honda CR500Rs, and he garnered second in the 701cc-up Unlimited class using a home-built Yamaha FJ1200-powered creation utilizing 1986 Yamaha YZ490 suspension.

California's Robie Peterson powered his twin-CR500R-engined CR1000 to top the 701cc-up Unlimited class and he also collected cash for a seventh- and two 10th-place finishes in the other classes. Montana hard-rock miner Dusty Beer topped the Open Rubber-tire class on a much-modified KX with a Kawasaki four-cylinder motor.

The BMC hill is only a little over 300 feet high, but the uppermost section is brutally steep with a natural 15-foot vertical rock face at the top. This year the club ran separate trails up the hill for the different displacement classes. The smaller classes ran a hill with several bends, including a left-hand dogleg with double vertical steps, which proved most daunting; only eight riders were actually able to top the monster. Both vertical sections of the hill were manned by club members dressed in a motley mix of motorcycle, bicycle and construction protective gear. These brave souls hang on heavy rope, armed with steel hooks tied to other ropes, their job being to "hook" the bikes in midair before they tumble expensively back down the hill.

Due to the number of entries, the 0-600cc Rubber-tire class ran on Saturday, before a smaller number of spectators. The class, limited to bikes under 600cc running gasoline with a maximum wheelbase of 66 inches, is restricted to using standard knobby tires, but every other row of knobs can be removed. Most riders use Terraflex rear tires with the odd rows of knobs cut off. Witlock earned fast time at 17.603 seconds over Colorado's Neal Payne, only a hair slower at 17.609. BMC member Ron Zundel earned third in the class, while



Utah's Mel Kimball earned the final $100 in the class at 15th place and 210 feet.

Both Open classes had a straighter shot at the hill, though the trail was still hairy. Heavy rains this year destabilized the lower part of the hill and caused slides, leaving several natural undercut stair steps in the initial part of the slope. Once past the first steps, the rider's faced a man-made vertical step roughly 10 feet high. If they managed to get over that, climbers would then face a 70-degree scree slope leading up to the vertical rock face - ensuring that things would remain interesting. Beer topped the Open Rubber-tire class with his 15.439-second run over local riders Dave Johnston (15.727) and past winner Shannon Chamberlain (16.122) on a wildly modified long-travel Harley-Davidson Sportster!

The Unlimited classes are basically run-what-ya-brung from fuel Harleys to Peterson's bike with the two CR500R engines. Any type of tire and steel paddles are legal, and most riders opt for a rubber paddle tire or a street tire with steel paddles chained onto it. Whitlock's winning time was 14.198 over KTM550-mounted Steve Stith (14.465) and KX500-mounted Payne (15.089).

The Open Unlimited class featured Peterson drawing the first ride, considered a major disadvantage. He nevertheless went right over the top and his time held for the remainder of the first round. As run after run was made the hill had become rutted, putting the four-cylinders of Whitlock and Mel and Kenny Kimball at a disadvantage to the narrower Harleys and Peterson's twin. Peterson's fast time allowed him to take a bye, and he wouldn't have to run again unless his time was beaten. Whitlock, Mel Kimball and Chamberlain eventually posted faster times, but despite having to wait nervously through both sets of runs for his final attempt, 19-year-old Peterson dragged himself out of the outhouse near the start in time to post the final - and fastest - time of the day to win the richest and most prestigious class with a 13.275 time.

(Above) Open Rubber-tire class winner Dusty Beer shoots for the top in the 0-600cc class. (Right) Mel Kimball rode to third in the Open Unlimited class. (Below) Now what? Pederson contemplates the theory of gravity on a near-vertical section of the 300-plus-foot hill.

In addition to the other classes, the BMC also conducts the Montana State championship at this event. The top six finishers in the two tire classes face off for a two-run, sudden-death championship to decide the new state champ. Neal Payne, from Colorado oddly enough, is the new Montana state champ. CN

Billings Motorcycle Club
Billings, Montana
Results: July 29-30, 1995

Saturday

50: 1. Matthew Coleman; 2. Tanaya Peck; 3. Brandon Nivens; 4. Dustin McCombs.

60: 1. Jason Smith; 2. Garret Halsey; 3. Cam Burt.

80: 1. Corey Erhardt; 2. Bret Peterson; 3. Chad Lorenz; 4. Jason Smith.

250: 1. Jeremy Paget; 2. Robie Peterson; 3. Chuck McCasland; 4. Jon Smith.

500 STK: 1. Shane Bradford; 2. Rod Long; 3. Jeremy Walton; 4. Steve Mann; 5. John Hadley; 6. Ray Halsey.

0-600 ALTERED STK: 1. Neal Payne; 2. Rod Long; 3. Ryan Caldwell; 4. Chris Porter; 5. Mike Hansmeier; 6. Chris Davidson; 7. Jerry Siegfried.

WMN: 1. Jessica Trease; 2. Ashley Finn.

Sunday

0-600: 1. Travis Whitlock; 2. Neal Payne; 3. Ron Zundel; 4. Mark Lenhardt; 5. Kevin Downs; 6. Dusty Beer; 7. Robie Peterson; 8. Ed Taylor; 9. Gary Gillis; 10. Jeremy Paget; 11. Chris Herman; 12. Kenny Kimball; 13. Kelly Braswell; 14. Shannon Chamberlain; 15. Mel Kimball.

OPEN RUBBER TIRE: 1. Dusty Beer; 2. Dave Johnston; 3. Shannon Chamberlain; 4. Travis Whitlock; 5. Mel Kimball; 6. Ken Kimball; 7. James Foster; 8. Ron Zundel; 9. Leroy Ebeling; 10. Robie Peterson; 11. Kevin Downs; 12. Ed Taylor; 13. Chris Herman; 14. Scott Olson; 15. Mark Polen.

ADV: 1. Neal Payne; 2. Shannon Chamberlain; 3. Travis Whitlock.

SR: 1. Jerry Richter; 2. Roger Van Middendorp.

0-700 U/L: 1. Travis Whitlock; 2. Steve Stith; 3. Neal Payne; 4. Ron Zundel; 5. Shannon Chamberlain; 6. Ed Taylor; 7. Kenny Kimball; 8. Mark Polen; 9. Mel Kimball; 10. Robie Peterson; 11. Kevin Downs; 12. Nolan Martin; 13. Pat Johnson; 14. Chuck McCasland; 15. Ken Long.

701-UP U/L: 1. Robie Peterson; 2. Travis Whitlock; 3. Mel Kimball; 4. Shannon Chamberlain; 5. Dave Johnston; 6. Ken Kimball; 7. Brent Mace; 8. Jeremy Paget; 9. Mark Polen; 10. Devin Downs; 11. Craig Peck; 12. James Foster; 13. Dusty Beer; 14. Ed Taylor; 15. Leroy Ebeling.

Round 10: Belgian GP

Smets breaks away

(Left) Trampas Parker (99) saw his 500cc title hopes take a severe blow because of this first-turn pileup. Gerald Delepine (20) and Johan Boonen (15) were a few of the lucky ones that got away unscathed.
(Below) Boonen went on to score the overall win after posting 1-2 moto finishes at the famous Citadel track in Belgium.

By Alex Hodgkinson

NAMUR, BELGIUM, AUG. 6

The Belgian 500cc MX GP is always run on the first Sunday of August, it heralds the final month of the series, and nowhere is the pressure higher.

In the last two years, Joel Smets couldn't deal with the strain and waved goodbye to his title hopes around the unique Citadel track high above the ancient city of Namur.

This year the Husaberg star got up off the ground at the first turn of race one to grab a 35-point haul, while it was his championship rival Trampas Parker who wilted in the cauldron of the "home of motocross" to score just 11 points via 13-8 moto finishes.

With just two GPs remaining, Smets had turned a four-point deficit into a 20-point advantage and the cards are now stacked heavily in his favor.

The Citadel circuit was in perfect condition in view of the current heat wave. The track had been saturated with water to prevent dust, and the revised track layout on the Esplanade suited riders and spectators alike.

Even the realigned start was perfect, with the center of the gate the shortest line to the apex of turn one.

All of the top riders got out of the gate well and it was a classic scene as the pack banked into the turn. Well, nearly all of the pack.

"(Dirk) Geukens is an idiot," fumed Jacky Martens after the race. "First he knocks half the pack down in the first turn, then he was weaving all over the track as we tried to pass him."

"I saw Geukens coming and got out of the way," added Gerald Delepine, who was then sixth for two laps before becoming one of the first flat-tire victims.

Perry Leask was the first man to be hit by Geukens. "I didn't know who it was, but I got knocked into (Gert Jan) van Doorn and they just went down like a deck of cards outside him," said Leask.

Included in the "deck" were championship rivals Joel Smets and Trampas Parker. The American got away again in 38th position with the Belgian about 10 places ahead.

"There was an awful lot of people out there who were making it difficult for me to pass," said Parker back in the pits after he faced a long-hard ride up to 13th. He spent the last lap in the wheel-tracks of Chris Jacobs and the Husaberg number two was definitely not going to give him any room.

Smets made better headway. In a do-or-die effort he was eighth after just three laps, but the physical effort was already evident as he sat there for a quarter of an hour. "I took a lot of risks in those first few laps, but I had to if I am going to be world champion" Smets said. "When I got behind Jacky (Martens) I saw that he was going a good pace and I made a conscious decision to stay behind him. He did all the work finding a way past the riders ahead of us and I was able to follow him through. It also helped me to keep a pace which I could maintain to the finish."

Martens was held up for a long time by Geukens, but once past he soon closed down the quick-starting James Marsh and Avo Leok. Entering the last lap Martens was chasing Peter Dirkx for third and Smets looked to have no chance to improve on his fifth.

"Dirkx lost the front wheel and fell down," explained Martens. "I was far enough back to miss him, but my only choice of line was to go off the track on the outside. I was still ahead of Smets, but if I had ridden straight back onto the track we would have collided. That wouldn't bring me anything and I couldn't do that to someone chasing the title."

Only Darryll King, fifth, prevented Belgian riders taking the top six at the finish.

The first two home finally broke their 1995 curses.

Johan Boonen led all the way and steadily increased his lead to nearly 20 seconds before easing his pace in the closing laps. "I watched the first support race start so I knew there was going to be a pileup," said Boonen. "The first turn is so slick that someone was always going to misjudge their braking. I didn't gate too well anyway and I hung back, watched Geukens ride across in front of me and wipe them all out, and just cut inside it all. It was about time my luck changed. I wasn't really looking at the gap back to second, but I was pleased with my speed because I was lapping at the same speed as Martens and Smets." Boonen chose a good time to show his best form - Husqvarna officials were on hand to consider plans for 1996.

Second was Ronny Weustenraed, finally rediscovering the form which earned him the number-six plate last year.

The story of the second race was soon told.

Parker bumped with Marsh in the first turn and was 16th after a lap. By the end of the moto he could only advance to eighth, the last placing courtesy of KTM teammate Rupert Walkner, and was 20 points down in the championship.

Smets had left the Esplanade fifth and needed just five laps to take the lead from Boonen. The Husqvarna rider, assured of the overall if he finished second, was never going to fight, and they circulated ahead of the pack to the finish.

"It's not over yet," insisted Parker later in the evening. "There's still two GPs. It could have been very different today. I feel I had the holeshot in that second race until I touched with Marsh."

But with the next round on a fast, hilly track in the power-sapping Dutch sand Parker and the 360 KTM face an awesome task against the mighty combination of Smets and the 600cc of the Husaberg. CN

Belgian GP
Namur, Belgium
Results: August 6, 1995

MOTO 1: 1. Johan Boonen (Hus); 2. Ronny Weustenraed (KTM); 3. Joel Smets (Hbg); 4. Jacky Martens (Hus); 5. Darryll King (Kaw); 6. Peter Dirkx (Hon); 7. Dirk Geukens (Hbg); 8. Avo Leok (Hon); 9. James Marsh (Hon); 10. Peter Johansson (Hus); 11. Jonas Engdahl (Hon); 12. Chris Jacobs (Hbg); 13. Trampas Parker (KTM); 14. Shayne King (KTM); 15. Thierry Klutz (Hon)

MOTO 2: 1. Joel Smets (Hbg); 2. Johan Boonen (Hus); 3. Siggi Bauer (Kaw); 4. Darryll King (Kaw); 5. Jacky Martens (Hus); 6. Gerald Delepine (Hon); 7. Peter Johansson (Hus); 8. Trampas Parker (KTM); 9. Rupert Walkner (KTM); 10. John van den Berk (Hon); 11. Danny Smith (Kaw); 12. Thierry Klutz (Hon); 13. James Marsh (Hon); 14. Erwin Machtlinger (Hon); 15. Mervyn Anstie (Hon).

O/A: 1. Johan Boonen (Kaw); 2. Joel Smets (Hbg); 3. Darryll King (Kaw); 4. Jacky Martens (Hus); 5. Ronny Weustenraed (KTM); 6. Siggi Bauer (Kaw); 7. Peter Johansson (Hus); 8. Trampas Parker (KTM); 9. Gerald Delepine (Hon); 10. Peter Dirkx (Hon).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 10 of 12 rounds): 1. Joel Smets (276/4 wins); 2. Trampas Parker (256/1 win); 3. Darryll King (221); 4. Peter Johansson (206); 5. Jacky Martens (154/2 wins); 6. Gerald Delepine (150/2 wins); 7. Gert Jan van Doorn (141); 8. Shayne King (134); 9. Johan Boonen (129/1 win); 10. Peter Dirkx (100); 11. Mike Young (85); 12. John van den Berk (78); 13. Mikkel Caprani (76); 14. Attilio Pignotti (70); 15. Dirk Geukens (48); 16. Ronny Weustenraed (46); 17. Erwin Machtlingert (45); 18. Mervyn Anstie (40); 19. Dietmar Lacher (39); 20. Rudi van Leeuwen (35).

Upcoming rounds:
Round 11 - Rhenen, Holland, August 20
Final Round - Reutlingen, Germany, August 27

World Championship 250cc Motocross Series
Round 13: German GP

A Belgian affair

PASSAU, GERMANY, AUG. 6

Tallon Vohland finally waved goodbye to his lingering hopes of the World 250cc MX title when the shoulder injury sustained a week earlier in Poland prevented him from qualifying for the 13th round of the series at Reisersberg near the town of Passau in the extreme southeast of Germany.

(Right) Second-moto winner Joel Smets (3) now enjoys a 20-point lead over Parker with two rounds left in the series. (Below) Jacky Martens (2) rode well, combining 4-5 moto finishes for fifth overall.

(Below) New Zealander Darryll King (11) battled Martens all day and came out ahead, finishing fourth overall.

The championship is now a straight fight between Belgians Stefan Everts and Marnicq Bervoets, and the Suzuki teamster closed the gap on pacesetter Everts to just 18 points with his second successive maximum score.

Racing was incredibly close on the undemanding track with six seconds separating the first five at the end of moto one as Everts came home third behind Bervoets and Italian Andreas Bartolini, while Bervoets' winning margin over his title rival in race two was just one and a half seconds.

Bob Moore returned to action in style by topping qualification by nearly a second, but could only manage 10-5 moto finishes in the racing. CN

German GP
Passau, Germany
Results: August 6, 1995

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Andrea Bartolini (Yam); 3. Stefan Everts (Kaw); 4. Pedro Tragter (Suz); 5. Kurt Nicoll (Hon); 6. Peter Iven (Kaw); 7. Peter Beirer (Hon); 8. Frederic Bolley (Yam); 9. Paul Cooper (Hon); 10. Bob Moore (Yam); 11. Miska Aaltonen (Hon); 12. Mark Eastwood (Hon); 13. Jaimy Scevenels (Hon); 14. Joshua Coppins (Suz); 15. Joakim Eliasson (Yam).

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Kaw); 3. Kurt Nicoll (Hon); 4. Pedro Tragter (Suz); 5. Bob Moore (Yam); 6. Andrea Bartolini (Yam); 7. Joakim Karlsson (Hon); 8. Peter Iven (Kaw); 9. Rob Herring (Hon); 10. Paul Cooper (Hon); 11. Miska Aaltonen (Hon); 12. Bernd Eckenbach (Kaw); 13. Danny Theybers (Hon); 14. Joakim Eliasson (Yam); 15. Michele Dal Bosco (Kaw).

O/A: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Kaw); 3. Andrea Bartolini (Yam); 4. Kurt Nicoll (Hon); 5. Pedro Tragter (Suz); 6. Peter Iven (Kaw); 7. Bob Moore (Yam); 8. Paul Cooper (Hon); 9. Joakim Karlsson (Hon); 10. Peter Beirer (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 13 of 15 rounds): 1. Stefan Everts (370/4 wins); 2. Marnicq Bervoets (352/4 wins); 3. Kurt Nicoll (301/1 win); 4. Tallon Vohland (286/1 win); 5. Peter Beirer (243); 6. Pedro Tragter (210); 7. Bob Moore (199); 8. Andrea Bartolini (195/2 wins); 9. Werner Dewit (179); 10. Peter Iven (131); 11. Joakim Karlsson (114); 12. Frederic Bolley (103); 13. Yves Demaria (98/1 win); 14. Paul Cooper (91); 15. Miska Aaltonen (79); 16. Jaimy Scevenels (76); 17. Leon Giesbers (72); 18. Danny Theybers (62); 10. Rob Herring (45); 20. Remy Van Rees (43).

Upcoming rounds:
Round 14 - Suzuka, Japan, August 20
Final Round - Chateau-du-Loir, France, September 3

Briefly...

Fuel tests were carried out for the first time this year in the 500cc series at Namur. It was really no surprise to anyone as later tests would not give enough time to discover the results before the series finale. Those tested were Smets, Parker, Boonen, Delepine, Darryll King and Van Leeuwen.

Mike Young has split with the Vertemati brothers and is now back home in California. Officially, recurrent knee problems since the Italian GP are given as the reason for the split, but the relationship between Young and the highly volatile brothers has been tense for most of the season. The Vertematis are keen to obtain the services of '94 champion Marcus Hansson for next year if the Swede can overcome the injuries which have prevented him racing since last year.

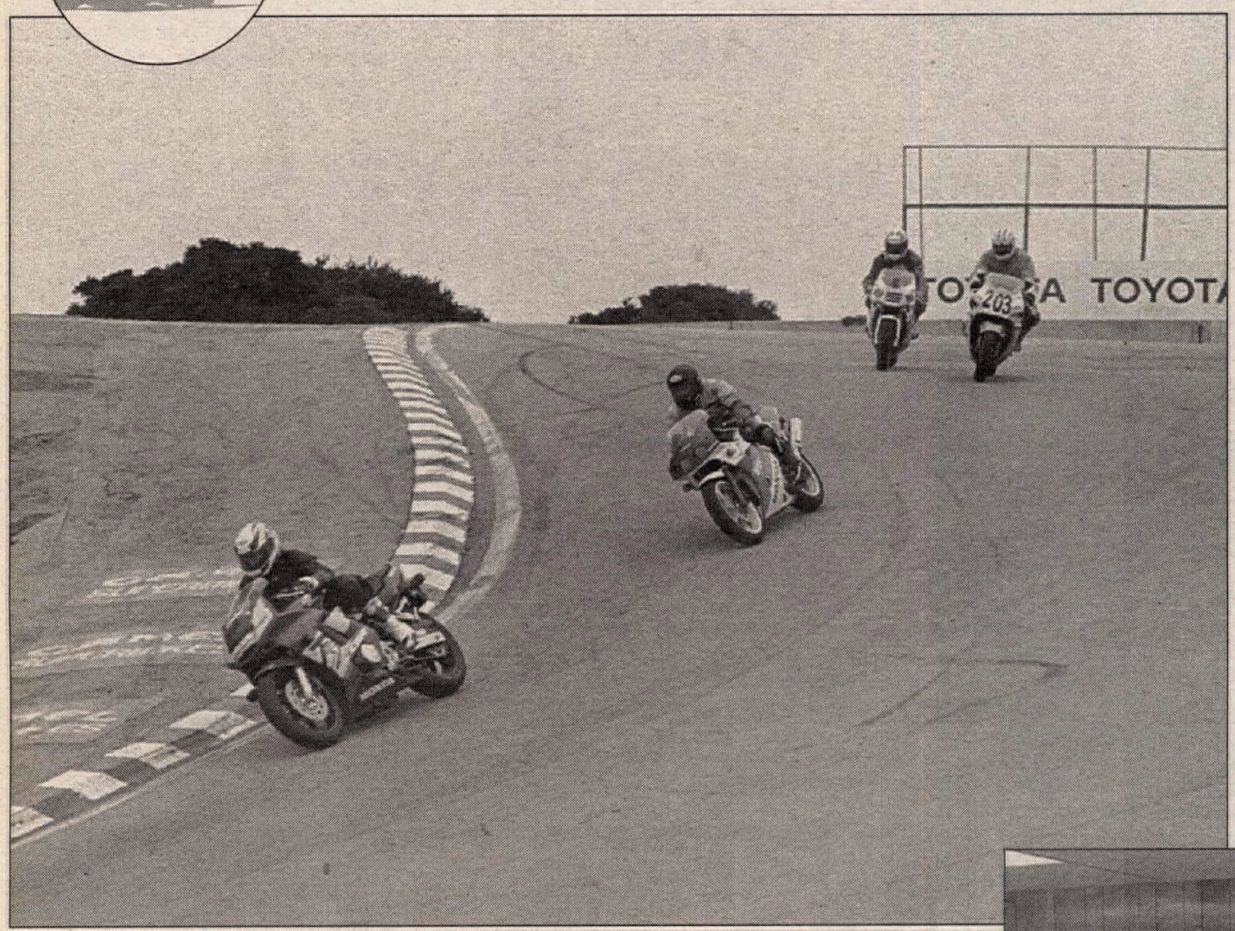
An amazing **84 riders** contested qualification at Namur. Although the 500cc class has attracted large entries all season, many were at the Citadel on one-day licences and the reason was two-fold. Firstly, it is every motocrossers' dream to ride at least once around the world-famous track, and secondly, even non-qualifiers can remain in the paddock on race day and thus get a much better deal than spectators who are no longer allowed to camp there since it was declared a national monument.

The second qualification group was interrupted after 20 minutes when veteran Italian **Giovanni Cavatorta** crashed and lay unconscious in the middle of the track, but he returned to the paddock with no major injuries the same evening.

All leading **KTM** riders were using the new orange and purple livery of the '96 production range. Parker even rode with orange backgrounds to his number plates. "Husqvarna have been using green plates all year so I guess this is close enough to the regulation yellow," said Parker.

Also working out of the Team Farioli encampment was enduro world champion **Mario Rinaldi**. The Italian Junior MX Champion in the late '80s, Rinaldi qualified 19th on a KTM LC4 four-stroke and was best Italian in both races, just missing points with 16-17 moto finishes.

Leading riders agreed on Friday to sign a petition to the FIM stating their agreement to ride on tarmac past the **Chalet du Monument** cafe again next year. For the last three years the famous section where Hakan Carlqvist stopped for a beer on his way to victory in 1988 has been covered with dirt as required by FIM regulations. Sand was used this year after the gravel used last year had been thrown up by spinning rear wheels and smashed customers' beer glasses in the famous cafe.



(Left) DP Safety School instructor Donny Greene (center) chases Associate Editor Scott Rousseau (left) through the world-famous corkscrew at Laguna Seca Raceway during one of the school's many track sessions. (Below) Each track session is broken up by a classroom session where every aspect of high-speed riding is thoroughly discussed, including braking, cornering, and proper scanning of the road.

TARMAC 101

By Scott Rousseau/Photos by Donna Rusconi

My limit on the front straight was about 115 mph, no more. Turn two was much smoother now. I still hung on to the brakes longer than I should have, but at least I was able to get through there without double-apexing. Three, four and five were wide, fast and connected by long straightaways. The key to getting through them quickly was to keep the speed up and be light on the handlebars. Most of my passing was done there and on the uphill in the back section. Emde was right, turn six was still a pain in the ass, blind as a bat and uphill - thank God there was plenty of runoff room, although I never used it. But turn six also led to my favorite straightaway on the course: the ultra-fast uphill to turn seven - which wasn't really a turn at all - and beyond to perhaps the most famous set of turns in all of motorcycle road racing, turns eight and eight-A - the Corkscrew. Here it comes...get ready. Yeeeeehaaaa! Nine was smoother too, but I still don't like it. From there, it's a hell of rush to 10 before heading to 11, slowing for the hard left, and starting it all over again...

By now, most of you familiar with my lingo should be able to guess that I was negotiating the twists and turns of the historic and picturesque Laguna Seca Raceway in Monterey, California. But if you also guessed that I was road racing, you'd be wrong. So, what was I doing there? Would you believe going to school?

It all started innocently enough. For months I had been logging hundreds of boring hours on the highways and byways of that jungle known as the Southern California freeway system - but I wanted more. I wanted to go to a place where I could safely test my skills as well as really ride one of our repli-racers at speed. But the highway is no race track, and I knew that I still lacked the proper knowledge of braking, scanning, cornering and all of the other fundamentals that make up the difference between a motorcycle rider and a good motorcycle rider. I had to find a place to learn these things without becoming a statistic.

After discussing the situation with the boss, it was suggested that I find a road racing school to better learn the skills I needed. After perusing a few brochures, I elected to pick up the phone and give Dennis Pegelow a call. Pegelow's DP Safety School operates at several tracks in the Northern California area, including Sears Point International Raceway in Sonoma, and the newly opened Thunderhill Park, north of Sacramento. For $225, a rider can come to school, learn the nuances of high-performance motorcycling and then safely test what they've learned on an honest-to-God race track. Plenty of track time is guaranteed.

It was DP's "home track," Laguna Seca Raceway, that I wanted to try. And why not? Learning the nuances of road racing at Laguna Seca would be like learning motocross at Carlsbad or Unadilla, or learning how to ride dirt track at Springfield. The venue alone would make the experience a memorable one. Fortunately, for me, Pegelow had a spot open for one of his May sessions at Laguna Seca, and he offered it to me.

But I had a lot of legwork to do if I wanted to make the class. First, I needed a bike. I had discussed the idea with a couple of the manufacturers, but the machine that I wanted more than any other was a Honda CBR600F3. I had fallen in love with the agility and confidence-inspiring manners that the F3 afforded, making it the most natural learning platform in the CN stable at the time. A call to Honda's Jim Bates, and the company graciously cleared the way. Leathers came next and were perhaps the most difficult item to procure. See, I couldn't really afford a set of roadie leathers, and I wasn't about to hit the track in my speedway set, so I called around looking some one-time loaners. Scott Blanchard of Motoport provided the hides that would save my hide in case of a fall, offering the company's one-piece Olympic suit complete with back protector, as well as a pair of its High Speed Plus gloves. Finally, Dan McClelland at Gaerne shipped me a pair of the company's trick-looking GW-1 Racing Boots. I then headed north to visit my folks in Reno, Nevada. Once there, my pal Richie Thorwaldson of Big Valley Honda in Reno, Nevada, took care of the final bike detailing - which was required per DP Safety School mandate - including the removal of the mirrors and a pretty meticulous tape job on the headlight, brakelight, and signals. Now I was set.

I drove for most of the night to get to the track, so morning in Monterey came earlier than expected. As I opened the curtains of my hotel room I noted that the sky was overcast, but not threatening. At least that was a good sign. After wolfing down some McBreakfast at the local fast-food eatery (nothing like a healthy meal to start the day), I headed down the road to the track. When I arrived in the pit area I was greeted by the sight of several riders tuning and prepping machinery for the day at the track. Interestingly enough, not all of them were sport riders, either, as several cruisers and some full-dress touring bikes were being readied for the school. One thing I did hear, though, was some guy spouting off about the track record. I hoped I wouldn't be in his group.

After unloading my things, I stood in the registration line to check in and then trundled the CBR over to the tech line to undergo a fairly comprehensive examination. It was deemed fit to ride.

As I suited up, I noticed some rather ominous clouds rolling in on the horizon, the lots-of-rain-bearing kind. Though the school runs rain or shine, I began to wonder if I hadn't picked the wrong day to go to school. My apprehensiveness was further heightened when several of the returning students mentioned that a sports-car race had taken place on the track one day prior, which would ensure that the track was good and slick should the rain fall. It would.

Orientation began at 8 a.m. sharp, at which time the class was introduced to the instructors and the day's events were set. Pegelow divides each school into three groups based upon riding experience: Top-level racers and vets will likely be in the A group, while the B group could be considered the transitional group. My complete lack of race-track experience placed me in the C group. To guarantee that each rider will get the most out of each session, each group is limited to 30 riders. Pegelow always assembles a group of several well-qualified instructors, and today's faculty would be no different. For my sessions, I would be matched up with no less than two former AMA 250cc National Champions, Donny Greene and David Emde. If I couldn't learn something from one of these fellows, then it was time to take up knitting.

During orientation, a light rain had already begun to fall, leaving a rather sickening feeling in the pit of my stomach. My confidence level had fallen off the scale, but Pegelow was very reassuring, and he downplayed the rain, telling us all that as long as we used our heads, we shouldn't get into trouble. Nonetheless, safety was stressed to the utmost.

"Although we are not here to race, everybody wins here that finishes the day upright," Pegelow said. "Even in racing, you shouldn't carry the I'm-going-to-win-or-crash-trying attitude. That will get you out of the sport real quick."

Track rules and regulations were thoroughly discussed, including the meaning of all the flags, as well as the rules on passing. In the case of the C group, there was one standing order for the day - no passing on the inside.

"The best improvement in riding will come when you can focus all of your concentration on what you're doing," Pegelow said."That's the main objective of this school."

From there, the A students were dismissed for the first session of the day.

Emde then took to the podium to thoroughly discuss the racing line at Laguna Seca, offering all the helpful hints that he has learned from countless laps of the course. All the students - myself included - took ample notes.

"For example," Emde said. "When you come to the Corkscrew, you want to aim for the tree that you see when you drop over the hill, because that will set you up perfectly for both eight-A and nine."

Emde also explained that each rider will find sections of the course where he or she can go fast and a section that will be a challenge. Emde said that the turn which scared him the most was turn six.

"Because it's blind," Emde said. "I've never had an accident there, but when you come over the hill, you can't see the apex. To make matters worse, it's off-camber. When you carry too much speed in there, its easy to unsettle the bike."

No sooner had Emde gotten the words out of his mouth before the track radio crackled to life with news of the first crash of the day. It turned out to be Mr. Track Record. He set a record all right - first rider down and out. When I heard that he was OK, I have to admit to chuckling a bit. But maybe it was more out of nervousness. Would I be next?

With the end of the first classroom session, we were finally sent to our motorcycles for the first track session, which would be a follow-the-instructor affair, no passing. The objective was to learn the racing line. One of the best attributes of the DP school is flexibility. Students are allowed to sign up for each track session with an instructor of their choice. I selected Emde for my morning sessions and Greene for my afternoon stints. For this one, I had asked to be paired up with Emde, but for some reason, I wound up with Torres.

No matter. Once out on the course, we set a much faster pace than I was intially prepared for, but we never carried any speed through the turns, so it was fair to say that I wasn't actually *riding* Laguna Seca yet. One thing I did notice, however, was that Pegelow was right - even on the rain-slickened course there was plenty of traction to be had if ample caution was used. My confidence increased tenfold.

With the first session completed, we returned to the classroom to discuss cornering techniques. No stone was left unturned as we discussed flat corners as well as positive and negative or "off"-camber turns and the effects that each will have on a motorcycle's slip angle - the amount of effort to required to bend it into a turn. Pegelow instructed us that off-camber turns like Laguna's turn six have a low-slip-angle relationship to the road and thus require greater care to negotiate than would a higher-slip-angle turn like turn 8. We also discussed constant-radius, increasing-radius and decreasing-radius turns and how to prepare for each. Pegelow also explained how a late apex was desirable for the blind corners often encountered on the street.

"Every corner has a series of lines," Pegelow said. "Vision is the key sense that you have. You must learn to scan as far ahead as you can to see the roadway so that you can see the apex or midpoint of the corner. The object is to straighten the road out as much as possible."

(Above) As part of the braking instruction, students get several chances to test their skills on the skid pad. Pegelow uses hand signals to direct the students to use the front, rear and then both brakes.
(Right) "Relax your left arm": Greene (left) offers Rousseau (right) advice to facilitate left-hand turns. DP instructors are easily accessible for one-on-one instruction during the course of the day, making the learning process more personalized.

Several questions were asked by the students and all appeared to receive satisfactory answers. After that it was time for the second session.

Upon leaving the classroom I was pleased to see that the rain had stopped and the track had begun to dry, but not enough for me. This session was to be a lead-follow affair where each student would have the opportunity to lead the group for a lap while the instructor followed him or her to offer a critique. My confidence level was not yet high enough to lead, so I opted to follow. But the pace was quicker, and I came away from the second session with an even more positive feeling than the first as the speed built up.

Back in the classroom, we discussed braking. At this point, Greene took over the discussion, bringing to light another positive feature of the school. During the course of the day, a DP student will get the opportunity to hear from several different instructors, all of whom can offer different viewpoints while teaching a uniform, established curriculum. It sure made the class time less monotonous.

"There's only so much grip available between the tire and the road, and it varies a lot," Greene said. "Many of the faster riders will use "trail braking," where they leave the brakes on as they go into a turn."

Greene also suggested not always following the braking markers that line the road, but rather to look for a more permanent object like a tree or a fence post. Those man-made markers, Greene said, can be moved because of an accident or road construction and thus be inconsistent. We also thoroughly discussed braking technique, the idea being to apply the brakes as smoothly and positively as possible. Once again, all questions were answered, and then it was off to the skid pad for braking drills, in which Pegelow and Greene successfully taught each rider to improve his or her technique utilizing the front brake, rear brake and then getting maximum effect by applying both. This was very enlightening as I botched several attempts before getting it right on my final two passes. Then it was back to the track for another lead-follow session.

By now the track had dried completely, and after one lap of the course I was confident that I wouldn't be slipping in any water, so I followed Emde right off the grid this time. After another lap, he cut me loose to show him what I'd learned. It wasn't much. Right away I double-apexed turn two before racing down to three and four and cutting both too far to the inside, which slowed me even further. Flustered, I tried to make it up going into five and double-apexed that one as well. I was way wide in turn six and almost took to the dirt, but the capper was the Corkscrew. I misjudged it horribly to the inside and was forced to lock the brakes and practically back it in to save myself. Somehow I did, and continued to go wide in nine, get 10 halfway right and then slow for 11 before returning control (?) of the class back to Emde, who quickly waved me aside.

"You've got it backwards," he told me. "You're turning in way, way too early where you should run wide, and you're running wide where you should be tightening it up."

Emde then went on to carefully rehash my frightful journey in a way that was at once informative and easy to understand. I took it all to heart and vowed that I would build on what he told me during my sessions with Greene. Then it was time to break for lunch, which is provided by the school and included in the enrollment cost.

My one-on-one afternoon sessions went much better as Greene and I improved upon my shortcomings. After each session he would take me aside and we would go through each section of the track. Some of the things he said started making sense. Things such as relaxing my left arm and resting the balls of my feet, not my heels, on the footpegs.

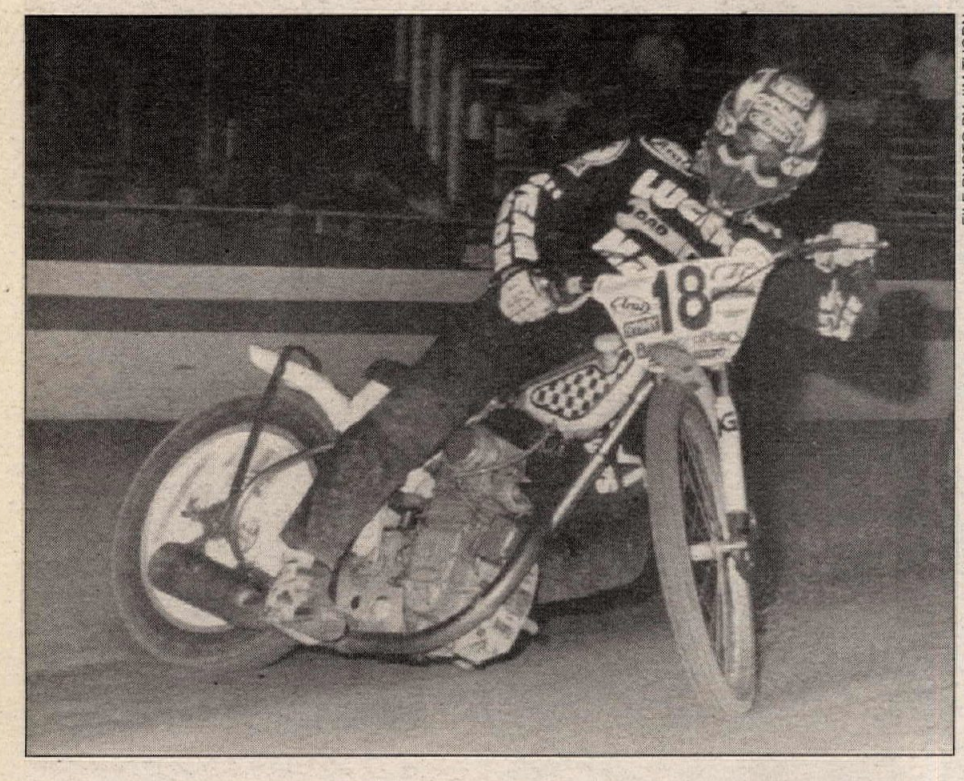
"Make sure you're set up well in advance of the curve, anticipate it," Greene said. "You don't want to be moving around in the middle of the corner."

Greene was also complimentary of my progress and suggested that I ask to be moved to the B group. Unfortunately, that wasn't possible because the group was full. Instead, though, I received Pegelow's blessing to lap in an A session under Greene's close watch. What a difference that made. It was like having the track all to ourselves. Greene and I took turns leading, and my speeds continued to improve to the point that we actually began to pass a few of the slower A riders. I also got to feel what it was like to be passed on the inside by several very fast riders. It was amazing to watch someone go by and then flat disappear in a matter of seconds. The session was the highlight of my day, and made the final C session seem like a traffic jam as Greene and I blew by as many riders as we could while obeying the no-inside-passing rule. As the day had progressed, a fellow C rider on an RVF400 Interceptor had made about the same progress as myself, and the three of us waged a real battle for the entire session. By the way, that Interceptor guy beat me by cheating - pulling to the inside through turn five and then leading back to the checkered flag. Heh, heh, I guess we weren't *really* racing after all, were we? But it was as close as I had ever come, and it was truly awesome. That session marked the end of the day, at which time Pegelow awarded all the students a certificate of completion, and we loaded up for home. As I did, I thought about what I had learned.

The best reason for attending a road racing school is because the skills that are learned in that environment will pay back dividends in the unpredictable world of street riding. And I believe that the faster you can safely operate your motorcycle, the more safely you can operate it at slower speeds. The DP Safety School offers that training and more by matching its students with well-trained instructors, whether in group or one-on-one sessions, to help its students gain experience and confidence and become the best motorcyclists that they can be. If that is what you are looking for as a motorcyclist, then give the DP Safety School a call or contact a school in your area. You won't be sorry. CN

Who ya gonna call?

DP Safety School
P.O. Box 1551, Morro Bay, CA 93443-1551
805/772-8301



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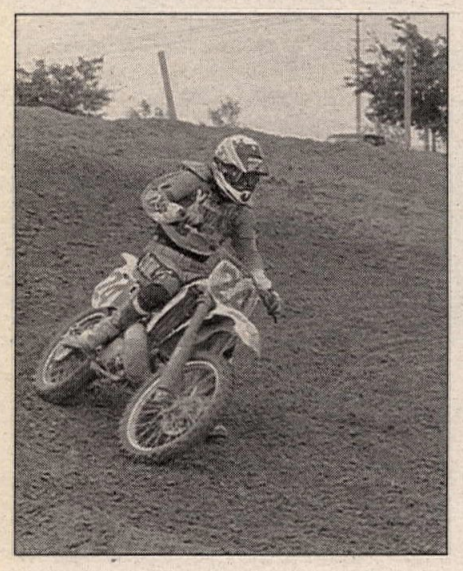


(Above) Steve Lucero treated Glen Helen Speedway spectators to a flawless points performance that earned him the main victory and his third California State Speedway Championship title. (Left) Rich Hansen notched the Old Timer Amateur victory at round one of the CMC Dealer's MX Series at Sunrise Valley Raceway.

Lucero cops state speedway title

By Michael Maher

DEVORE, CA, AUG. 5

Charlie "The Edge" Venegas was expected by many to capture 1995 California State Speedway Championship title, but while Venegas had a near-perfect night, Steve Lucero had a perfect one.

The first heat featured a quartet of riders with excellent records at Glen Helen, as John Aden, Jerry Black, Jim Estes and Walt Farnum rolled up to the starting line. Estes got a great start, but Aden found himself at the rear of the pack, forced to play catch-up. Aden dispatched Black, then reeled in Farnum and was closing on Estes when the checkered flag fell. Estes captured the night's first three points over Aden, Farnam and Black, respectively.

Bobby Schwartz returned to the track for the first time since breaking his collarbone several weeks ago, and declared that he would not take any unnecessary risks.

"I'm just going to have fun," said Schwartz.

Schwartz definitely appeared to be having fun in his first-round heat race as he blasted off the line in classic Schwartz style and held off Greg Ayers, Jake Zemke and Rick Pearce for the heat victory.

Venegas opened his campaign by easily defeating Paul Colston, Jesse Finch and Craig Furman. Lucero capped off round one by giving the same kind of treatment to Steve Furman, Randy DiFrancesco and Angela Hale.

Round two opened with first-round winner Estes falling to Lucero. Black took command of the next heat when an early charge by Schwartz fizzled and the two-time state champ dropped off the pace with apparent bike or shoulder problems.

Aden pulled himself back into the game with a win over Hale, Craig Furman and Pearce, while Venegas matched Lucero by beating Farnum, Steve Furman and Zemke, making himself and Lucero the only remaining riders with perfect scores.

Schwartz dropped out of contention in the first heat of round three when he finished fourth behind Steve Furman, Venegas blowing off Ayers, Hale and Black. Aden did the same to DiFrancesco, Zemke and Finch, while Lucero rounded things out by defeating Pearce, Colston and Farnum.

Lucero and Venegas were then tied with perfect nine-point scores, but Aden lurked behind with eight points, waiting for either of the leaders to make a mistake.

Estes was still in firing-range with seven points, but his shot at the title suffered a fatal blow when he, Pearce and DiFrancesco were defeated by Venegas in the opener of round four. Lucero and Aden buoyed their chances by defeating Black, Zemke, and Furven. Schwartz came back to win his round-four ride over Finch, Farnum and Hale. The stage was set for a dramatic finish as Venegas and Lucero stood on perfect 12-point platforms, Aden just barely in their shadow with 11 points. All would meet in the final round ride, with Schwartz thrown in for good measure.

Zemke took the win in the opener of round five over Colston and Hale. Black took the next heat over Finch, Steve Furman and Pearce.

As Schwartz, Aden, Venegas and Lucero rolled to the line, the possible outcomes of the race were intriguing. A win by Venegas or Lucero would give them the title, but an Aden win over Venegas or Lucero (or a second behind Schwartz) would force a runoff for the title, opening the possibility of an Aden win in front of Schwartz, which would give Aden the championship.

At the start it was Venegas with the holeshot, but Lucero and Aden closed the gap by turn two. Schwartz seemed content to hang back and politely let the contenders duke it out.

Lucero pulled even with Venegas going down the back straight and the two rode handlebar-to-handlebar for two electrifying laps that had the crowd on its feet.

Entering the second turn of lap three, Venegas slid wide allowing Lucero to get underneath and open a slight gap between them. Venegas closed the gap by the end of the straight but then slid wide again coming out of turn four. He hung off the bike in an effort to get traction, but Lucero was gone and completed the final lap unchallenged to win over Venegas and Aden. The top three in the race became the top three championship winners, respectively.

Lucero was naturally happy with his third state title, but he used the victory podium to announce that his task was not yet completed.

"I want to win the national!" Lucero proclaimed. "It's time we had a national champion here!" (referring to the fact that two-time and defending champion Sam Ermolenko has taken the number-one plate back to Europe for the past two years).

Venegas took his second straight last-minute defeat like a gentleman, congratulating Lucero on his performance but adding, "We'll be back next year."

Randy Beddow took the Support-class title by winning three of his four heat races and finishing second in the fourth. Jimmy Fishback dominated the first-division Junior class, winning all four of his heats, and Patrick Donovan grabbed the second-division Junior crown as Jesse Little took third-division honors. CN

Results

STATE SPEEDWAY C'SHIP: 1. Steve Lucero (15); 2. Charlie Venegas (14); 3. John Aden (13); 4. (TIE) Greg Ayers/Jim Estes (9); 6. (tie) Jerry Black/Paul Colston (8); 8. (TIE) Walt Farnum/Steve Furman/Bobby Schwartz (7); 11. Jake Zemke (6); 12. Jessee Finch (5); 13. Angela Hale (4); 14. (TIE) Randy DiFrancesco/Craig Furman/Rick Pearce (3).

SUP C'SHIP: 1. Randy Beddow (11); 2. Brian Pappalardo (9); 3. Joe Earhardt (7); 4. Rodney Sherman (7); 5. Steve Donovan (6); 6. Brandon Mitchell (4); 7. Craig DePhillippi (3); 8. Chris Harrington (0).

JUNIOR C'SHIP: 1. Jimmy Fishback (12); 2. Michael Hull (7); 3. Jeremy Simmons (3); 4. Ryan Fisher (2).

D-2 C'SHIP: 1. Patrick Donovan (8); 2. Joey Draper (6); 3. Josh O'Neal (5).

D-3: 1. Jesse Little (9); 2. Galina Miller (6); 3. Justin Boyle (3).

Hansen Hammers SVR Dealer Series Motocross

By Scott Hoffman

ADELANTO, CA, JULY 16

Rich Hansen, one of the oldest men still able to ride a motorcycle, rode to victory with two convincing back-to-back moto wins in the Old Timer Amateur class during round one of CMC Dealer Series at Sunrise Valley Raceway.

In the first moto, Hansen was clearly the favorite; he jumped into the early lead and left the field of Mark Moore, Jim Bowers and Pete Staton to follow. Hansen slowly started to extend his lead as the laps progressed. Moore held second while the field stabilized and little passing occurred. When the checkered flag flew on the final lap, Hansen was the undisputed winner as Moore and Bowers followed.

In moto two, it was another Hansen moto. Hansen quickly shot into the lead and never looked back. Moore, the runner-up in moto one, ran in second for the first part of the moto but experienced troubles and briefly fell back to fifth. Bowers inherited second and was able to hold on until the end. Moore was able to recover and work his way to third by the finish. At the finish it was Hansen with the win and the overall, while Bowers took second but had to settle for third overall with Moore's 2-3 finishes.

In other race action, Eric Hanks was the big winner in the 125cc Beginner class. Hanks battled with the likes of Ron Welt and Scott Priputen. Welt won the first moto with a wire-to-wire victory while Hanks and Jeff Taylor finished in the runner-up spots. In the second moto, Welt was the early leader, but Hanks dogged his every move, and with two laps remaining, took the lead and crossed the line first for the overall win.

Results

P/W: 1. Scott Martin (Yam); 2. Adam Miller (Yam); 3. Tyler Bogart (Yam).

60 (9-12): 1. Cody Sandefer (Kaw).

80 (14-16) D.J. Priputen (Yam).

125 BEG: 1. Eric Hanks (Yam); 2. Ron Wejt (Hon); 3. Scott Priputen (Yam); 4. Richard Mequia (Suz); 5. Jeff Taylor (Hon).

125 JR: 1. Mike Gibson (Hon); 2. Cory Gibbons (Hon).

125 PRO: 1. Scott Takacs (Yam); 2. Travis Preston (Suz).

250 BEG: 1. Jason Lawter (Yam); 2. Damon Podolry (Hon); 3. Todd Sagels (Yam); 4. Mark Eckmann (Yam); 5. Adam LaForce (Yam).

250 JR: 1. Bryan Lamborn (Yam); 2. Chuck Kober (Suz).

250 INT: 1. Lance Johnson (Yam); 2. Shawn Fortier (Yam); 3. Jimmy Deaver (Hon).

250 PRO: 1. Larry Brooks (Yam); 2. Marc Peters (Yam).

500 AM: 1. Todd Usconbe (KTM).

UTH AM: 1. Chuck Kober (Suz); 2. Cory Whitaker (Yam); 3. Darren Swaffword (Hon); 4. Scott Hoffman (Hon).

UTH MSTR: 1. Lance Johnson (Yam); 2. John Zahrt (Yam); 3. Larry Brooks (Yam); 4. Kevin Aliman (Yam).

VET BEG: 1. Major Alford (Yam); 2. Danny Lowers (Hon); 3. Ross Benson (Hon); 4. Dave Ashby (Yam); 5. Mark Sinkovich (Yam).

VET JR: 1. Bob Tippit (Yam); 2. Greg Mazzo (Yam).

VET INT: Kevin Allman (Yam); 2. Scott Wilkinson (Yam); 3. Derek Borg (Yam).

VET MSTR: 1. Darren Elliott (Hon); 2. Jon Zahrt (Yam); 3. Bob Shimp (Yam).

VET PRO: 1. Larry Brooks (Yam); 2. Scott Walker (Suz).

O/T AM: 1. Rich Hansen (Yam); 2. Mark Moore (Suz); 3. Jim Bowles (Hon); 4. Pete Stanton (Yam); 5. J.J. Harris (Suz).

Hawbaker hammers New Ulm Short Track

By Tim McBride

NEW ULM, MN, JULY 30

In round eight of the Grand National Dirt Track Series, Jeff Hawbaker became the sixth different Open B-class race winner of the season in the District 23 AMA dirt track race held at the Brown County Fairgrounds quarter-mile oval.

Dave Jenkins and Hawbaker won the two preliminary heats and earned the first two starting positions for the main event. At the flash of green it was Hawbaker with the holeshot, leading Tim Gregory, Tim Zemanovic, and the rest of the nine-rider field. By the halfway point, Hawbaker had opened up a comfortable lead margin.

Gregory, whose bike has been plagued by electrical gremlins since the beginning of the season, was running in second place when he slowed on the front straight, allowing Zemanovic and Jenkins to slip by and finish second and third, respectively.

In the ultracompetitive 600cc Pro-Am class, Larson's Cycle Supply-sponsored Kurt Boehlke became race-winner number five of the season. Boehlke jumped into the lead right from the start of the 10-lap main event and staged a carbon-copy performance of his heat-race victory. Boehlke's only threat was Verdeen Langland, who stayed close throughout the race but had to settle for second.

Josh Koch and Lee Mies Jr. have been trading Senior Mini-class wins all season long, but seven-year-old Cody Gilmore stepped in to score a convincing upset in his first D-23 race ever. Koch lead the race for the first lap, but was passed by Gilmore on the back straight. Gilmore then opened up a commanding lead ahead of Koch and maintained it until he crossed the finish line in first position. Mies and Jacob Mataya finished third and fourth, respectively.

Results

MINI JR: 1. Devin Wenz; 2. Chris Larson; 3. Jesse Alto; 4. Matthew Crandell; 5. Travis Henrichs.

MINI SR: 1. Cody Gilmore; 2. Josh Koch; 3. Lee Mies Jr; 4. Jacob Mataya; 5. Derek Guifoyle.

60: 1. Anthony Gardner; 2. Shawn Burr; 3. Jacob Mataya; 4. Mike Huirds.

50+: 1. Buzz Arndt; 2. John Sutherlin; 3. Bob Reynolds; 4. Fred Prudhomme.

30+: 1. Steve Hill; 2. Jeff Hawbaker; 3. Justin Young; 4. Marty Mataya; 5. Dave Jenkins.

40+: 1. Buzz Arndt; 2. John Sutherlin; 3. Bob Reynolds.

VINT TWN: 1. Steve Hill.

80: 1. Adam Henrichs; 2. Verlon Langland; 3. Anthony Gardner; 4. Jacob Rademacher.

OPEN PRO: 1. Kurt Boehlke; 2. Verdeen Langland; 3. Randy Triplett; 4. Bob Anderson; 5. Mike Hoh.

250 PRO: 1. Verdeen Langland; 2. Justin Young; 3. Keegan Iverson; 4. Dusty Faulds; 5. Mike Johnson.

NOV: 1. Mark Domerer; 2. Steve Doty; 3. Matt Gulden; 4. Curt Sullivan; 5. Robert Yarger.

OPEN B: 1. Jeff Hawbaker; 2. Tim Zemanovic; 3. Dave Jenkins; 4. Tim Gregory; 5. Steve Hill.

125 B: 1. Dusty Faulds; 2. Curt Sullivan; 3. Sheldon Wenz.

VINT SGL: 1. Justin Young; 2. Buzz Arndt; 3. Charlie Langland; 4. Tim Gregory.

VINT 250: 1. Fred Prudhomme.

250 B: 1. Tim Zemanovic; 2. Dave Wandinger; 3. Marcus Bauer; 4. Dusty Faulds; 5. Bitsy Kantor.

Reeds romp at Bear Creek short track

By Kevin George

CANTON, OH, JULY 29
The Reed Family held a reunion of sorts with three of the four flat track feature wins going to members of the Reed family, James Reed winning the Open Division, brother Dan Reed winning the Lite class, and Dan's son James (named after his racing uncle) topping the Youth class.

The younger James got things started for the family when he challenged a tough field of Yamahas on his Suzuki 50cc. Reed came wide out of turn four, but with enough momentum to pass Stephen Hayes at the checkered flag.

The 125 class also saw a turn-four pass for the win when Jessie Hodges got on the gas too soon in turn four and found the back wheel passing the front. Second-place rider Brad Wate slowed to watch, and Josh Falb took the opportunity to pass them both.

Dan Reed was challenged by Tom Hodges, who hounded Reed through both heats and went to the main determined to find a way to pass him. It was not to be, however, for Reed kept a solid, low line and Hodges lost second to Bobby Peters on the last lap.

The family feud went into the Heavy Division class as Larry Hodges pursued the elder James Reed, who pulled the holeshot and kept Hodges to the outside. As Reed took the win and Hodges finished in second, Dan Reed held off Tom Hodges to finish in third.

Pat Reynolds was the king of Speedway action, taking two heat wins and the scratch main win. John Busier finished in second with John Massie in third. In handicap action, Nick Hummel took the win, Shane Goodnight and Pat Reynolds finishing second and third, respectively.

Results

YTH: 1. James Reed (Suz); 2. Stephen Hayes (Yam); 3. Sean Massie (Yam).
L/W: 1. Dan Reed (Hon); 2. Bobby Peters (Hon); 3. Tom Hodges (Hon).
125: 1. Josh Falb (Suz); 2. Brad Wate (Hon); 3. Jessie Hodges (Hon).
H/W: 1. James Reed (Hon); 2. Larry Hodges (Yam); 3. Dan Reed (Hon).
Speedway
SCRATCH: 1. Pat Reynolds (Jaw); 2. John Busler (Jaw); 3. John Massie (Jaw); 4. Rick Merry (Jaw); 5. Phil Kalusha (Jaw).
HDCP: 1. Nick Hummel (Jaw); 2. Shane Goodnight (Jaw); 3. Pay Reynolds (Jaw); 4. John Busler (Jaw); 5. Rod Massie (Jaw).

Maxam, Riddle win at Daniel Boone motocross

By Kathy Smith

LONDON, KY, JULY 22
James Maxam won the Over 30 class while Ben Riddle topped the Schoolboy class in round ten at the Daniel Boone Motocross Park in London, Kentucky.

During the second lap of the first Over 30 moto, Eric Gill made a pass on leader Steve Jacobs and moved into first place, but held the lead only until the third lap, when challenged by Maxam. Maxam and Gill raced side by side to the finish-line jump, Maxam managing to pass Gill on the final jump and maintain the lead for the remainder of the race.

The finish of moto two was a carbon copy of moto one, with Maxam, Gill and Jacobs finishing in first, second, and third, respectively, each rider also taking the overall win in his finishing position.

In moto one of the Schoolboy class, the battle for first position raged between Chad Burba and Ben Riddle, the two riders battling side by side as they jumped through the doubles with Riddle taking the lead as they flew through the rocket pocket. Burba was unable to get around Riddle for the remainder of the race, and had to settle for second to Riddle's win.

Burba took the early lead in moto two of the Schoolboy class, Riddle following in second position. The Kawasaki rider led comfortably for three laps, but Riddle closed the gap on the fourth as they negotiated the whoops and supercross doubles. Riddle continued to reel in Burba throughout the fifth lap, and by lap six the riders were wheel-to-wheel as they battled through the rocket pocket. Riddle passed Burba on the last lap of the race, Burba missing a gear as he rode through the whoops. Riddle took advantage of the opportunity to pull ahead, racing on to place first for the overall win. Burba finished second, also claiming second overall.

Results

50 (4-6): 1. Daniel Maxim (KTM); 2. Justin Jacobs (KTM); 3. Patrick Gabehart (LEM); 4. Matt Volinger; 5. Travis Redman (Yam).
50 (7-8): 1. Michael Akaydin (Cob); 2. Kara Taylor (Ita); 3. Chris Bratton (KTM); 4. Chris Davis (Yam); 5. Michael Bernier (KTM).
60: 1. Thomas Ryan Sipes (Kaw); 2. Wesley Williams (Kaw); 3. James Maxam III (Kaw); 4. Shane Jenkins (Kaw); 5. Michael Akaydin (Cob).
80 D: 1. Kyle Shelton (Kaw); 2. Chris Griffith (Kaw); 3. Nick Cobb (Hon); 4. Dustin Smith (Kaw); 5. Jereme Flynn (Hon).
SPR MINI: 1. Chris Mowery (Yam); 2. Ben Riddle (Kaw); 3. J.R. Carter (Kaw); 4. J.T. Smith (Hon); 5. Ian Riddle (Kaw).
SR MINI: 1. Chris Mowery (Yam): 2. Ricky Hembree (Kaw); 3. J.R. Carter (Kaw); 4. J.T. Smith (Hon); 5. Dusty Walker (Yam).
80 JR: 1. Ben Riddle (Kaw); 2. Ryan Sipes (Kaw); 3. Devon Hedrick (Kaw); 4. Ian Riddle (Kaw); 5. Kyle McIntosh (Yam).
SCHBY: 1. Ben Riddle (Kaw); 2. Chad Burba (Kaw); 3. Zachary Hickerson (Suz).
WMN: 1. Susan Akaydin (Kaw).
125 D: 1. Travis Capps (Yam); 2 Hathaway Arthurs (Yam); 3. Nicholas Priddy (Kaw); 4. Anthony Locker (Kaw); 5. Brad Redmond (Kaw).
125 C: 1. Robert Goldson (Hon); 2. Michael Burba (Kaw); 3. James C. Jenkins (Hon); 4. Michael Martin (Hon); 5. Zach Nickerson (Suz).
125 B: 1. Kurt Sims (Kaw); 2. Jake Morris (Yam); 3. Adam Vaughn (Kaw); 4. Daniel Nelson (Hon); 5. Nick Turner (Suz).
250 D: 1. J.L. Osbourne (Suz); 2. Gary Gramer (Yam); 3. Steve Capnon (Yam); 4. Jacob Hendrickson (Yam); 5. Ahnet Akaydin (Kaw).
250 C: 1. Chris Shaw (Hon); 2. Eric Gill (Kaw); 3. Ritchie Fraley (Kaw); 4. Dennis Cox (Hon); 5. Jon Slavgy (Yam).
250 B: 1. Kurt Sims (Kaw).
250 A: 1. Keith Bowen (Hon); 2. Scott Graves (Hon)
U/L C/D: 1. Jon Slavey (Yam); 2. Travis Capps (Yam); 3. Kevin Cottingim (Hon); 4. Michael Martin (Hon); 5. James Jenkins (Hon).
U/L B: 1. Daniel Nelson (Suz); 2. Jake Morris (Yam); 3. Nick Turner (Suz); 4. Adam Vaughn (Kaw); 5. Brian Bourne (Kaw).
30+ C: 1. James Maxam (Yam); 2. Eric Gill (Kaw); 3. Steve Jacobs (Hon); 4. David Zanet (KTM); 5. Ahnet Akaydin (Kaw).
30+ B: 1. David Farris (KTM).
30+ A: 1. James Drake (Kaw).
40+: 1. James Green (Kaw).
ENDR/VINT: 1. Gary Graner (Yam); 2. Wayne Moore (KTM); 3. Stacy Head (Hon); 4. Gary Durbin (Kaw); 5. Brandt Ely (Kaw).

Price was right at Lebanon Valley Dirt Track

By Sabrina Wright
Photo by Deb Martin

LEBANON, NY, JULY 14
George Price showed a full stable of riders what he could do in the Moroney's Harley Davidson-sponsored race at Lebanon Valley's half-mile, banked-corner track.

Price diced with Mike Hacker for the heat-race win, then grabbed the holeshot in the main only to lose it to Keith Jacobson early on. Price managed to regain first, but a restart (due to another rider's crash) gave him an even larger lead as he jumped out in front and maintained a cushion of almost four bike lengths over Jacobson, not letting off until he had crossed the finish line.

"The track was great," said Price. "The racing was awesome. Me and my teammate Keith (Jacobson) had a great battle." Moroney's Harley Davidson/Spectro/Power Mist/Motion Pro/AFAM-sponsored Price is currently third in the 883 points standings.

In the 600cc Pro Class, Ken Coolbeth took over Roger Durkee's holeshot lead just after the first lap and kept a comfortable lead for his eventual win.

"I took third off the line, got around Roger, and just split!" said Coolbeth.

Hacker battled with Stephen Beattie in the 750cc Pro class, the two riders swapping the lead, charging hard into the banked corners on a high line. Hacker won, Beattie took second and Geoffrey Clark earned third.

Results

250 PRO AM: 1. A. Paul Lynch (Hon); 2. Shawn Mobley (Hon); 3. Bob Weiss (Hon); 4. Jeff Earl; 5. Tim Eades (Hon).
600 PRO AM: 1. Paul Lynch (Rtx); 2. John Murphee (W-R); 3. John Nickens (Rot); 4. Steve Johnson (W-R); 5. Garth Bastian.
750 PRO: 1. Mike Hacker (H-D); 2. Stephen Beattie (H-D); 3. Geoffrey Clark (H-D); 4. David Lloyd (Hon); 5. James McIlvgna (H-D).
883: 1. George Price; 2. Keith Jacobson; 3. Jason Fletcher; 4. Mike Hacker; 5. Andy Segalini.

Brown, Moran burn Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 28
Rotax-mounted Charlie Brown and Yamaha rider Bob Moran were winners in the Professional classes during District 27 AMA TT action at the Castle Rock Fairgrounds. Brown bested the Expert main event, while Moran worked his way through the pack to pick up a win in the Pro-Am main event.

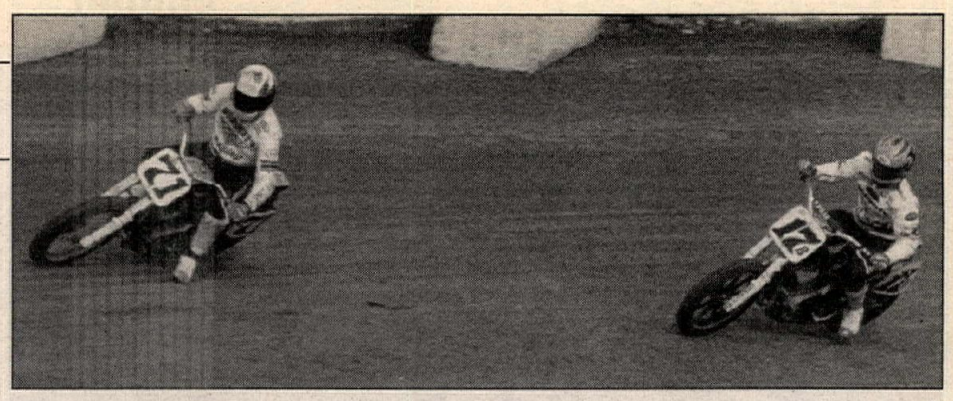
The Pro-Am class continued to be more competitive with each event. One rider, Randy Patterson, dominated the first half of the season, but recently there have been several new winners. Another top contender, Bruce Serles, won the first of two Pro-Am heat races. The second went to Josh Currey, who edged out Moran at the finish for a win.

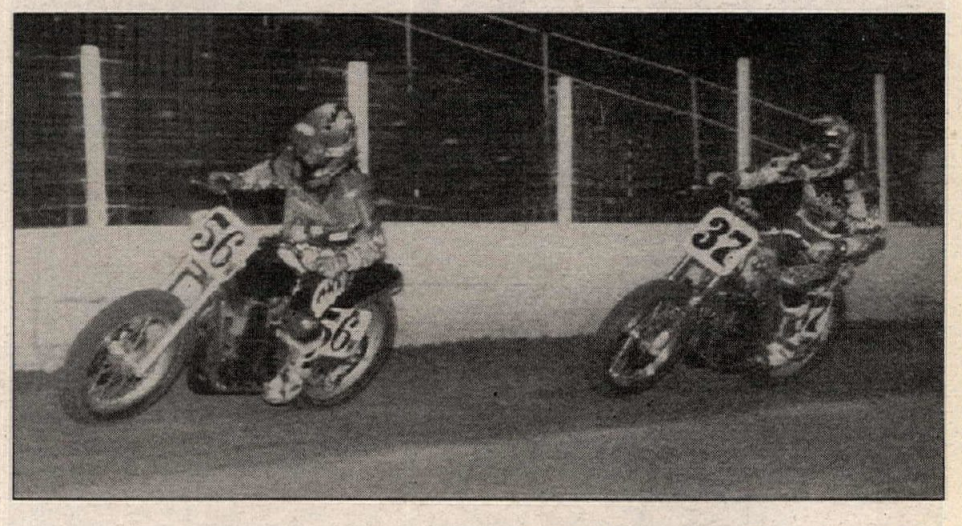
In the 12-rider, 15-lap Pro-Am final, Yamaha rider Steve Pruczinski led the opening-lap parade, followed by Mark Studebaker and Serles. Moran came from midpack and rode a rampant pace to pick off numerous riders, charging into second by lap five. Moran picked off Pruczinski on lap six and opened up a big lead, one he would maintain to the finish. Meanwhile, the race was called to a stop when class series front-runner Serles crashed off the jump and was seriously injured. Second went Pruczinski's way, followed by Studebaker, Frank Marker, Currey and Christian Vernon.

Charlie Brown's second win of the season here came much like his first - without Dan Stanley on hand. Brown, though, was on the gas and held off National Number 37 J.P. Simonsen's challenges all of the way until the last lap. That's when Simonsen fell trying to stick a wheel under the Dirt Track Chassis/Longview Honda/Lester's Auto/Ken's Car Quest/Opshal-backed Brown, who went on to win. With Simonsen's demise, Del Schnitzer netted second ahead of Chris Fitzhugh, Jerry Southworth and Richard Wall. Simonsen remounted for sixth.

Results

EX: 1.Charlie Brown (Rtx); 2. Del Schnitzer (Rtx); 3. Chris Fitzhugh (Rtx); 4. Jerry Southworth (Rtx); 5. Richard Wall (Rtx).
PRO-AM: 1. Bob Moran (Yam); 2. Steve Pruczinski (Yam); 3. Mark Studebaker (Hon); 4. Frank Marker (Yam); 5. Josh Currey (Rtx).
OPEN A: l. Tony Fox (Rtx); 2. Jeremy Morse (Hon); 3. David Beers (Rtx).
250 A: 1. Pete Medcalf (Kaw); 2. Todd Hagmann (Kaw); 3. Joe Lenz (Yam).
125 A: 1. Kyle Bunn (Hon).
80 A: 1. Chris Waite (Hon); 2. Kyle Bunger (Hon); 3. Cody Thompson (Hon).
60 A: 1. Chris Waite (Kaw); 2. Kevin Bunger (Kaw); 3. Cody Thompson (Kaw).
40+ A: 1. Dan Kirk (Hon); 2. Allan Morinville (Hon).





(Top) 883-class winner George Price (71) leads second-place finisher Keith Jacobson at the Lebanon Valley Raceway in eastern New York. (Above) Expert-class winner Charlie Brown (56) leads J.P Simonsen (37) at the Castle Rock TT.

Stamm's the man at King City hillclimb

By Kevin Northrup

MOUNT VERNON, IL, JULY 16
Marc Stamm claimed the fast-time trophy for the second consecutive day, turning in an outstanding 2.840-second run on his Eric Gore-built "Forward Motion" CR500 at the King City Dirt Rider's hillclimb.

Stamm came close to pulling off another hat trick when he also won the 750cc class, but then came in second to Jason Northrup in the 400cc class. Stamm came back to win the Open Exhibition class, claiming three wins. Marc Stamm's scorecard for the two D-17 hillclimbs on July 15 and 16 showed five amateur-class wins and one second, two exhibition-class wins and two fast times.

Northrup also picked up three victories, adding wins in the 250cc and 400cc Exhibition classes to go with his 400cc win.

In Pee Wee action, young Riley Mullins picked up the win with a 34-foot effort on his Y-Zinger, followed by the Mayo brothers, Damon and Nick, also riding Yamahas.

Defending 1994 points champion Jackie Mason posted a convincing win in the Mini class, and Andy Former rode to a win in the 200cc class, followed by Randy Covell.

The 250cc class delivered some extremely close competition, winner Jason Northrup topping the hill in 3.107 seconds, only 11-thousandths ahead of Andy Fortner. Close behind Fortner, defending D-17 champion Brent Stewart settled for third.

In 400cc class action, Jason Northrup turned in a fine 2.892-second run for the win, followed closely by Marc Stamm and Paul Hackbarth.

Marc Stamm posted the fast time in the 500cc class and nabbed the 750cc-class win, and Jim Fuller rode to his third straight win in the Open Class. Bill Myers claimed his seventh season win in the Senior Class on his British Iron, and Jason Northrup won the 400cc exhibition while Stamm won the Open Exhibition.

Results

AUTO: 1. Riley Mullins (Hon); 2. Damon Mayo (Hon); 3. Nick Mayo (Hon).
MINI: 1. Jackie Mason II (Hon); 2. Anthony DeHart (Hon); 3. Danny Myers (Kaw); 4. Billy Myers (Suz); 5. Michael Mason (Yam).
200: 1. Andy Fortner (Kaw); 2. Randy Covell (Kaw).
250: 1. Jason Northrup (Suz); 2. Andy Fortner (Hon); 3. Brent Stewart (Yam); 4. Jeff White (Kaw); 5. Robert Puckett (Kaw).
400: 1. Jason Northrup (Yam); 2. Marc Stamm (Yam); 3. Paul Hackbarth (Yam); 4. Roger Riddell (Yam); 5. Bob Glenn (Yam).
500: 1. Marc Stamm (Hon); 2. Jeff White (Hon); 3. Andy Fortner (Hon); 4. Jason Northrup (Hon); 5. John Scroggins (Hon).
750: 1. Marc Stamm (Kaw); 2. Walter Geralds (Kaw); 3. Richard Bell (Suz); 4. Jim Hillard (Kaw).
OPEN: 1. Jim Fuller (Kaw); 2. Bill Myers (Tri); 3. John Hillard (H-D); 4. Robert Urnikis (Kaw).
SR: 1. Bill Myers (Tri); 2. Bob Glenn (Yam); 3. Roger Hackbarth (Yam).

Hass returns at Rock River Hillclimb

By Kevin Northrup

POLO, IL, JULY 23
Luke Haas had been uncharacteristically absent from District 17 hillclimbs for over a month, sacrificing his point lead in the 400cc class and second-place standing in the 500cc class. But Haas came back, with a vengeance, at the Rock River Riders hillclimb, making his presence felt in winning both the 400cc and 500cc classes, and also by setting fast time of the day on his Forward Motion Honda - a sizzling 3.396 seconds.

To no one's surprise, that fast time was set in the 500cc class, as Haas shot over the top on his CR500, needing only that single run to secure the win. Andy Fortner was closest to Haas with a second-round run of 3.474 seconds. Lloyd Haas finished third in 3.745 seconds on his Honda, barely quicker than Jason Northrup, who topped the hill in 3.758 seconds on his CR500. Mark Kirking rounded out the top five on his KX500 with a 3.809-second run.

In the 400cc class, Haas showed his mastery and stunned Robbie Redman as he snatched the win out from under him with an excellent second-round run on his Yamaha. Redman, riding the National number-6 bike, had posted a fine first-round time of 3.792 seconds and was hoping it would hold up. But as locals know all too well, no time is safe as long as Haas still has a shot at it. A few tenths behind, Eric Wheelright nailed down third, riding the Lloyd Haas ATK to a 4.181-second effort. Fourth went to Mike Hovey and fifth, Jerome Beckley.

Results

MINI: 1. Anthony DeHart (Hon); 2. Luke Harwick (Kaw); 3. Jackie Mason II (Hon); 4. Josh Hovey (Kaw); 5. Adam Haas (Kaw).
200: 1. Brent Stewart (Yam); 2. Glenn Fuegen (Kaw); 3. Kelly Senn (Kaw); 4. Jason Northrup (Kaw); 5. Jerome Beckley (Kaw).

(Top) Eventual winner Jeff Eide (64) pursues holeshot artist Joe Barker (32) in the first 125cc Beginner-class moto at LACR's Saturday-night CRC motocross. (Above) Ed Hall and Brady Budd (71) made their sidecar win look almost easy as they ran away from the field at the Los Angeles County Raceway.

250: 1. Eric Wheelwright (Yam); 2. Jeff White (Hon); 3. Brent Stewart (Yam); 4. Andy Fortner (Hon); 5. Bob Mehan (Kaw).

400: 1. Lucas Haas (Yam); 2. Robbie Redmann (Yam); 3. Erick Wheelwright (ATK); 4. Mike Hovey (Yam); 5. Jerome Beckley (Yam).

500: 1. Lucas Haas (Hon); 2. Andy Fortner (Hon); 3. Lloyd Haas (Hon); 4. Jason Northrup (Hon); 5. Mark Kirking (Kaw).

750: 1. Lloyd Haas (Kaw); 2. Randy Bronnenburg (Kaw); 3. Tom Rollins (Kaw); 4. Scott Petty Yam); 5. Richard Fritz Jr. (Yam).

OPEN: 1. Mark Wood (Kaw); 2. Shane Kapugia (H-D); 3. Jeff Bohannon (H-D); 4. Bill Myers (Tri); 5. Jerrod Lindquist (Kaw).

SR: 1. Richard Fritz (Yam); 2. Roger Hackbarth (Yam); 3. Ron Senn (Suz); 4. Jim Altemus (Bet); 5. Greg Haas (ATK).

Hall, Budd continue sidecar Motocross dominance

By Greg Robertson

PALMDALE, CA, JULY 22

The Leading Links Sidecar Motocross Club made a rare appearance at Los Angeles County Raceway to join the California Racing Clubs regulars for a night of racing under the lights, and Ed Hall and Brady Budd continued their recent dominance by running away from the field in both motos.

Hall and Budd grabbed the first-moto holeshot ahead of the Ken McIntyer/Les Ketcham and Scott Gregory/Glen L'Meureux rigs. Hall and Budd made roosting around the track on a 360-pound Honda CR500-powered sidecar look almost easy as they increased their lead with each lap to nab the win. The Gregory/L'Meureux team found their way around McIntyer/Ketcham at the halfway point, but were overtaken for the runner-up position a lap later by Mike Burns and Bob Morgan, who had charged up from a fifth place start.

Round two saw the Maico-powered rig of McIntyer/Ketcham jump out to an early lead over the teams of Burns/Morgan and Damon Doherty/Joeri Wong Linhing. Hall and Budd had climbed from fifth to join McIntyer/Ketcham and Burns/Morgan in a great three-hack battle for the lead. At the midway point Hall/Budd jumped past Burns/Morgan down the back straight to move into second. A short time later McIntyre/Ketcham waved Hall/Budd past and into the lead when they developed rear-brake problems.

Once out front, Hall/Budd easily pulled away for their second win of the evening.

"We hung back off the start to see exactly what we could do," said Hall.

"We could see Ketcham and McIntyer were pulling ahead and we couldn't get by those guys in front of us," Budd added. "It's not that wide out there. It was cool though, it was fun."

The Burns/Morgan team came across the line in second for second overall.

"We'd rather have the win, but second is better than nothing," said Burns. "We're getting better though, getting closer and closer."

Results

P/W B-2: 1. Tylor Pineda (Yam); 2. Drew Gosselaar (Yam); 3. Scott Meiner (Yam).

P/W B-1: 1. Tanner Alexander (KTM); 2. Timmy DeVestern (Yam); 3. Wesley Parrish (KTM).

P/W A: 1. Edward Herring (KTM); 2. J.J. Noone (KTM); 3. Matt Contreras (KTM).

P/W MOD: 1. Tate Misiasek.

60 BEG: 1. Tate Misiasek (Kaw); 2. Jennifer Verseput (Yam); 3. Matt Contreras (Kaw); 4. Byran Burson (Kaw).

60 (0-8): 1. Aron Boy Tomota (Kaw); 2. J.J. Noone (Kaw); 3. Cory Redenius (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Anthony Barbacovi (Kaw); 3. Vincent Rhoads (Kaw); 4. Nicholas Burson (Kaw); 5. Mitchell Alsobrook (Kaw).

80 BEG: 1. Vincent Rhoads (Suz); 2. Miles Buck (Kaw); 3. Nicholas Brown (Suz); 4. T.J. Berario (Hon); 5. Blake Margheim (Suz).

80 (7-11): 1. Scott Howe (Suz); 2. Gerard Patin Jr. (Yam); 3. Shane Smith (Suz); 4. Blake Mitchell (Suz); 5. Ryan Riess (Hon).

80 (12-13): 1. Christopher Tocco (Suz); 2. Christopher Gosselaar (Kaw).

BIG WHL: 1. Ben Stuelke (Kaw); 2. Chris Atherton (Kaw).

125 BEG: 1. Langdon Southworth (Kaw); 2. Joe Barker (Suz); 3. Ryan Walters (Hon); 4. Bryan Lang (Hon); 5. Art Salazar (Yam).

125 NOV: 1. Ito Posca (Kaw); 2. Chris Blanton (Suz); 3. Jason Dubin (Suz); 4. Dean Ostrander (Suz); 5. Keny Terracciano (Hon).

125 INT: 1. Casey Lytle (Hon); 2. Mike Collier (Kaw); 3. Bobby Hall (Hon); 4. Jason Wood (Suz); 5. David Martinez (Kaw).

125 PRO: 1. D.J. Sweany (Suz); 2. Jake Windham (Suz).

250 BEG: 1. Mike Southworth.

250 NOV: 1. Kenny Terracciano (Hon); 2. Colby Begin (Kaw); 3. Chuck Kober (Suz); 4. Shawne Chamberlin (Kaw); 5. Phil Zachrison (Suz).

250 INT: 1. Jesse James (Kaw); 2. Scott Johnson (Suz); 3. Shawn O'Brien (Suz); 4. Robbie Dunham (Yam); 5. Colin Couto (Hon).

JR VET BEG: 1. Sean O'Keefe (Hon); 2. Ron Gregg (Yam); 3. Steve Sagely (Yam); 4. Frank Pineda (Yam); 5. Don Beese (Hon).

JR VET NOV: 1. Mike Gilmore (Kaw); 2. Chuck Kober (Suz); 3. Tom Fry (Hon); 4. Mark Goelz (Hon).

JR VET INT: 1. Steve Corteville (Yam); 2. John Jefferies (Hon).

VET BEG: 1. John Cascio (Kaw); 2. John Chapman (Yam); 3. Dennis Collier (Yam); 4. Michael Kennedy (Yam); 5. Tom White (Yam).

VET NOV: 1. Tom Fry (Hon); 2. Harold Smith (KTM); 3. Scott Pekarek (Hon); 4. Mike Brinkley (Suz); 5. Peter Terraccaino (Kaw).

VET INT: 1. John Alexander (Hon).

VET EX: 1. Jon Zahrt (Yam); 2. Darren Elloitt (Hon); 3. Leo Saul (Yam).

SR BEG: 1. Peter Perry (KTM).

SR INT: 1. Mitch Hedrick (KTM).

OT NOV: 1. Don Meiner (Yam); 2. Dale Brockett (Hon); 3. John Craft (Kaw); 4. John Webb (Hon); 5. Jim Hollon (Hon).

OT AM: 1. David Burson (Kaw); 2. Chuck Rowe (Yam); 3. Charles Howell (Yam); 4. Ruthann Renaux (Hon); 5. Phil Black (Hon).

OT EX: 1. Frank Mathews (Yam); 2. George Spearing (Hon); 3. Keith Phillips (Kaw); 4. Robert Fiesler (Kaw); 5. Bob Sherred (Yam).

OT MS: 1. Jerome Gibson (Hon); 2. Ken Renaux (Hon); 3. Leonard Liston (Yam); 4. Gregg Homber (Yam); 5. Stewart Rogers (Kaw).

SIDECAR: 1. Ed Hall/Brady Budd (Hon); 2. Mike Burns/Bob Morgan (Hon); 3. Scott Gregory/Glen L'Meureux (Kaw); 4. Richard Myers/David Dawes (Hon); 5. Lance Brown/Paul Stimson (Hon).

Eide bounces back at CRC MX

By Greg Robertson

PALMDALE, CA, JULY 29

Yamaha-mounted Jeff Eide smoked the competition in the first 125cc Beginner moto, then came back from last place in moto two to finish second, claiming the overall honors in the class during California Racing Club's Saturday-night motocross at Los Angeles County Raceway.

Joe Barker got things off to a good start in the opening moto with a holeshot, followed by Eide, Art Salazar and Sean Sorrenti. Halfway through the first lap, Barker put his front wheel over the top of a sandy berm and planted himself on the ground. Eide inherited the lead and started to pull away from a good battle between Salazar and Andrew Minchow for second.

By the midway point, Eide had put 10 seconds on Salazar, who not only had Minchow showing him his front fender in every turn, but now had Barker to contend with as he made his way toward the front after his miscue. Barker was the fastest rider of the trio, and forged into the runner-up position with a couple of laps remaining.

Eide took the first-moto win by a comfortable margin over Salazar who was handed second when Barker went down again on the final lap. Minchow brought his 125cc Husky across the line for third ahead of Barker and Sorrenti.

Eide grabbed the early second-moto lead, but a disastrous first lap saw him come around in last place. By the second lap, the Yamaha rider had worked back up to fifth behind Sorrenti. A lap later, he found himself involved in a three-way battle for second with Minchow and Salazar. It took Eide a couple of laps to find a way around Salazar; he then doubled past Minchow on the final lap to grab second, where he would finish. Barker managed to stay upright and would eventually distance himself from the field to greet the checkers with 15 seconds to spare, thus securing the second-place trophy for his 4-1 efforts.

Results

P/W B-2: 1. Tylor Pineda (KTM); 2. Drew Gosselaar; 3. Eddie Woodard (KTM); 4. T.A. Walker (Yam); 5. Doug Carter (KTM).

P/W B-1: 1. Dave Carter (Yam).

P/W A: 1. Jared Tebo (Yam).

60 BEG: 1. Gary Dorris (Kaw); 2. Frankie Pineda (Kaw); 3. Mitchell Alsobrook (Kaw); 4. Dave Carter (Kaw).

60 (0-8): 1. Brett Mountain (Kaw); 2. Troy Tittlemier (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Vincent Rhoads (Kaw); 3. Caleb Gosselaar (Kaw).

80 BEG: 1. Matt Armstrong (Yam); 2. Kit Kunath (Yam); 3. Blake Margheim (Suz); 4. Gregory Freier (Yam); 5. Brent Gilliam (Suz).

80 (7-11): 1. Scott Howe (Suz); 2. Shane Smith (Suz); 3. Eric Durrer (Suz); 4. Terminator Garcia (Suz); 5. Bobby Steffan (Suz).

80 (12-13): 1. Levi Reid (Yam); 2. Christopher Gosselaar (Kaw); 3. Donnie Durrer (Suz).

80 (14-16): 1. John Grover (Yam).

125 BEG: 1. Jeff Eide (Yam); 2. Joe Barker (Suz); 3. Andrew Minchow (Hus); 4. Art Salazar (Yam); 5. Sean Sorrenti (Suz).

125 NOV: 1. Jason Dubin (Suz); 2. Chris Honnold (Kaw); 3. Wes Dell (Suz); 4. Lyndon Couch (Yam).

125 INT: 1. Casey Lytle (Hon); 2. Michael Collier (Kaw); 3. Bobby Hall (Hon); 4. David Martinez (Kaw).

125 PRO: 1. D.J. Sweany (Suz); 2. Joel Tokarsky (Kaw).

250 BEG: 1. John Murray (Kaw); 2. Bob Gorman (Yam); 3. Scott Picciniino (Hon); 4. Eddie Laret (Suz); 5. Rick Norris (Hon).

250 NOV: 1. Chuck Kober (Suz); 2. Shawne Chamberlin (Kaw); 3. Matt Bryan (Kaw).

250 INT: 1. Scott Johnson (Suz); 2. Shawn O'Brien (Suz); 3. Danny Jovonovich (Suz); 4. Colin Couto (Hon).

250 PRO: 1. Tony Sulek (Yam); 2. Jeff Willoh (Kaw); 3. Tracy Asher (Suz); 4. Nick Mairose (Suz); 5. Ryan Carlisle (Yam).

JR VET BEG: 1. John Murray (Kaw); 2. Ron Gregg (Yam); 3. David Tanner (Yam); 4. Garold Elston (Suz); 5. Mark Nolen (Hon).

JR VET NOV: 1. Chuck Kober (Suz); 2. Mike Gilmore (Kaw).

JR VET INT: 1. Steve Corteville (Yam); 2. Marty Estes (Kaw).

VET BEG: 1. Dennis Collier (Yam); 2. Joe Villegas (Hon); 3. Tom White (Yam); 4. Carlos Quintana (Suz); 5. Bryce Johnson (Yam).

VET NOV: 1. Harold Smith (KTM); 2. Bruce Tebo (Hon); 3. Jerry Asher (Hon); 4. Chris Armstrong (Yam); 5. Bill Prosser (Kaw).

VET INT: 1. Randy Tittlemier (Hon).

VET EX: 1. Jon Zahrt (Yam); 2. Darren Elliott (Hon); 3. Leo Saul (Yam); 4. Mark Horton (Yam); 5. Rodney Morrison (Hon).

SR BEG: 1. Ruthann Renaux (Hon); 2. Peter Perry (KTM).

SR NOV: 1. Rani Perkins (Hon).

SR INT: 1. Mitch Hedrick (KTM).

SR EX: 1. Ken Renaux (Hon); 2. Gregg Humber (Yam); 3. Bob Dunham (Yam).

Arnold gets his kicks on 66

By Nicalee Sowders

WOODFORD, OK, JULY 16

The 125cc Dash for Cash at the hot Oklahoma dirt track in Woodford was all Route 66 Cycle rider Ray Arnold, who held off Brian Collins and a late charge by David Massey to grab the victory.

Up next was the Pee Wee Outlaw class (seven- to 11-year-olds), John de Alminana battling Bret Sowders but unable to stop Sowders from passing him while coming out of turn four and grabbing the win. Beth Harter was the third-place finisher.

The 80cc class saw Michael Horn get the holeshot over Shawn Hansen, Justin Arnold, and de Alminana. By the end of the ten-lap main event it was Horn in first position, Arnold in second, and de Alminana in third.

Arnold grabbed the holeshot in the 125cc main, leading from start to finish. Collins had second wrapped up until he slid down in turn four, allowing Massey and Chad Wolfe to slip by and finish second and third, respectively.

After one restart, the 250cc Amateur race took off with Casey Burton in the lead. Within six laps Mark Witham had moved up from last position to second, but not content to be anything but first Witham passed Burton on the inside in turn three and stole the victory. Burton came in second, with David Key in third.

Crystal Snyder grabbed the holeshot at the start of the Women's race, leading teammates Allison and Katie Harter. By the sixth lap, Snyder and the two Harters were side-by-side coming out of turn four, Allison Harter pulling in front just in time to snatch the victory. Katie Harter finished only a few inches behind Allison Harter, and Snyder finished the close race by coming in third.

Burton came back to win the Open Amateur class, David Harter and Chris Harter finishing second and third, respectively.

Bret Braddy got the holeshot at the start of the Open Expert, finishing just ahead of Kurtis Taylor and Chris Reid.

Results

P/W: 1. Bret Sowders (Yam); 2. John de Alminana (Yam); 3. Beth Harter (Yam).

PRO TW: 1. Joe Snyder (Yam); 2. Eddie Cook (Yam); 3. Roc Curry (Tri).

WMN: 1. Allison Harter (Yam); 2. Katie Harter (Hon); Crystal Snyder (Hon).

250 AM: 1. Mark Witham (Hon); 2. Casey Burton (Hon); David Key (Yam); 4. Mark Baxley (Bul).

80 AM: 1. Michael Horn (Yam); 2. Justin Arnold (Yam); 3. Joh de Alminana (Kaw); 4. Bret Sowders (Yam); 5. Katie Harter (Hon).

125 AM: 1. Ray Arnold (Yam); 2. David Massey (Yam); 3 Chad Wolfe (Yam); 4. Brian Collins (Yam).

OPEN AM: 1. Casey Burton (Hon); 2. David Harter (Yam); 3. Chris Harter (Yam); 4. Ray Arnold (Yam); 5. Pete Gaither (Yam).

OPEN PRO: 1. Bret Braddy (H-D); 2. Kurtis Taylor (Ind); 3. Chris Reid (Rtx); 4. Scott Deubler (Rtx); 5. Rusty Bond (Yam).

Saline County Fair Arena-cross all Vaughn

By Lance Martin

HARRISBURG, IL, JULY 25

Marty Vaughn dominated the 250cc Pro and 125cc Pro classes at the Mach I Kawasaki-sponsored Saline County Fair Arenacross.

Vaughn pulled the holeshot in the first 125cc Pro race and proceeded to build his lead and take the win. Ronnie Ford kept close behind early in the race, but slowly faded and crashed out. Devin Banks took control of second position and held off a charging Tim Hawthorne.

Ford took a convincing holeshot into the first turn of the second race, only to slide out as Vaughn took command and went on to win.

In 250cc Pro action, Vaughn used the inside line to take the lead. Banks was in hot pursuit and managed to pull alongside of Vaughn, but never got the chance to pass him as Vaughn went on to take the win.

In 80cc Senior action, 13-year-old Charlie Dagner dazzled fairgoers by flying over the triple jumps just like the pros do, but he was no match for the YZ of Jason Reich, who led both motos from start to finish.

Results

80 BEG: 1. Ray Aguillar (Hon); 2. Damon Bowles (Yam); 3. Rick Miller (Kaw).

80 SR: 1. Jason Reich (Yam); 2. Charlie Dagner (Kaw); 3. Ray Aguillar (Hon); 4. Rick Miller (Kaw); 5. Jared Smith (Kaw).

BEG: 1. Curtis Maddox (Hon); 2. Adam Lyon (Hon); 3. Steve Phillips (Yam); 4. Kyle Barton (Hon); 5. Steve Watson (Kaw).

OPEN SR: 1. Mark Ruzich (Yam); 2. Dennis Morgan (Yam); 3. David Pickering (Hon); 4. Gary Brooks (Suz); 5. Lance Martin (ATK).

125 AM: 1. Greg Wissier (Suz); 2. Matt Clark (Hon); 3. Kaji Nizushima (Hon); 4. Israel Burtis (Hon); 5. Curtis Maddox (Hon).

250 AM: 1. Shane Hampton (Yam); 2. Adam Clark (Hon); 3. Clint Smothers (Kaw); 4. Marty Mason (Hon); 5. John Tomanovioh (Suz).

125 PRO: 1. Marty Vaughn (Hon); 2. Devin Banks (Suz); 3. Mark Garnison (Suz); 4. Nick Walsh (Hon); 5. Tim Hawthorne (Suz).

250 PRO: 1. Marty Vaughn (Hon); 2. Devin Banks (Suz); 3. Bobby Wilson (Kaw); 4. Mark Garrison (Yam); 5. Nathan Smith (Suz).

Hoenshell best in the slop at Mosier Valley Cross Country

By Darryl Smith

FT. WORTH, TX, JULY 23

Clay Hoenshell took the Pro-class win, battling Todd Tarver, Dean Lane, and a field full of Mosier Valley's "black gumbo" mud that turned small rain ditches into impassable obstacles and caked up on the tires until they looked twice as large.

Hoenshell got his patented holeshot and took the lead, but was passed by Tarver and Lane while struggling in the woods. Tarver held the lead for the rest of lap one with Lane in tow as the track began to deteriorate badly, slowing lap times from 22 minutes to 30 minutes. Tarver crashed on lap two and Lane pulled over to clean his goggles, thus giving the lead back to Hoenshell, who went on to win. Tarver struggled to salvage fifth and Lane took second place, two minutes off Hoenshell's pace.

The conditions were the cause of an unusually high attrition rate, for only three of the Over 30 experts completed more than one lap. Todd Holder managed to finish all three laps to take the win over Robert Andrews and Louis Blackwell.

The 50-mile race was cut to 21 miles, but still took one and a half hours to complete. Seizures, fried clutches and overheating engines were the order of the day.

The 125s were most affected by the extra weight of the caked-on mud, but John Giacometto survived to take a six-minute victory over 125 Expert Shannon Butler.

Results

AA EX: 1. Cal Burch (KTM); 2. Eric Hess (Hus); 3. David Culpepper (Yam); 4. David Garner (KTM); 5. Mike Abbott (Yam).

PRO: 1. Clay Hoenshell (Suz); 2. Dean Lane (KTM); 3. Donnie McMillon (KTM); 4. Joe Houghton (Hon); 5. Todd Tarver (KTM).

OPEN EX: 1. Jim McQueary (Hus); 2. Todd Gleaves (KTM); 3. Russ Clark (KTM).

250 EX: 1. Conway Kerico (Hon); 2. Craig Laughlin (Yam); 3. Marty Ishmael (Kaw).

200 EX: 1. Joe Bill Pyle (Kaw); 2. Tommy Allen (Kaw); 3. Barry Stanley (Kaw); 4. Mark Wall (Yam); 5. Lance Crawford (Hon).

125 EX: 1. John Giacometto (Hon); 2. Shannon Butler (Hon); 3. Randy Sawyer (Yam); 4. Scott Sims (Kaw); 5. Chuck James (Hon).

0-30 EX: 1. Todd Holder (Yam); 2. Louis Blackwell (Hon); 3. Robert Andrews (Yam).

0-38 EX: 1. Howard Butler (Suz); 2. Sam Baker (Hon).

0-45 EX: 1. Dusty Tower (Kaw); 2. Loyd Morgan (Yam); 3. Freddie Dejarneatt (Yam).

0-50 EX: 1. Dave Burnap (Kaw); 2. Hazen Smith (Hon).

4-STK EX: 1. Kenny Vowell (Suz); 2. Tom Ehmke (Hon); 3. Courtney Christian (Hon); 4. Clay Mooney (Hon). 5. Don Ehmke (Hbg).

250 INT: 1. Paul Short (Kaw); 2. Ricky Lambert (Kaw); 3. Michael Riley (Yam); 4. Ronald Holman (Kaw).

125 INT: 1. Earl Kephart (Yam); 2. Mark Weeks (Hon); 3. Rodney Currin (Kaw); 4. Brady Snow (Hus); 5. Shane Gove (Yam).

0-30 INT: 1. Marty Cathey (Kaw); 2. Roger Geary (Hon); 3. Scott Chinnok (Kaw); 5. Roger Geary (Hon).

0-38 INT: 1. Curt Larsen (KTM); 2. Brian Speed (Yam); 3. Mike Horton (Kaw); 4. Ronald Mullen (Hon); 5. Wayne Williams (Kaw).

0-45 INT: 1. Tim Anstice (Suz); 2. David Stevens (Kaw); 3. Ted Kerico (Hon); 4. Larry Dodson (Hon); 5. John Davenport (KTM).

OPEN AM: 1. Todd Slovik (KTM); 2. Brian Hoffman (Hon); 3. Joe Holmberg (Hon); 4. Steve Sprong (ATK); 5. Darrell Livingston (KTM).

250 AM: 1. Steve Jones (Kaw); 2. Brian Fisher (Kaw); 3. Tom Moran (Kaw); 4. Micheal Ficker (Suz); 5. Don Boyett (Hon).

200 AM: 1. Charles Hight (Kaw); 2. Matt Panter (Kaw); 3. John Weber (Kaw); 4. Mark Cloud (Kaw); 5. Floyd Thomason (Kaw).

125 AM: 1. Jason Baber (Kaw); 2. Chandler Snow (Kaw); 3. Eugene Cecil (Kaw); 4. Darren Rogers (Yam); 5. Cody Bob Dean (Kaw).

0-30 AM: 1. Joey Hall (Suz); 2. Greg Royar (Yam); 3. Mike Satterfield (Kaw); 4. Roddy Gray (Kaw); 5. Kenny Adams (KTM).

0-38 AM: 1. Glenn Barajas (Hon); 2. Bud Howard (Kaw); 3. Richard Riggs (Yam); 4. Marty Sanders (Kaw); 5. Hank Weishuhn (Yam).

0-45 AM: 1. Jim Lowrimore (Kaw); 2. Sam Grubb (Hon); 3. Earl Walker (Suz); 4. John Johansen (Suz); 5. Rick Langford (Yam).

0-50 AM: 1. Gary Ratliff (Hon); 2. Dale Litle (Kaw); 3. Max Brand (Kaw); 4. Munroe Dennison (Suz).

4-STK AM: 1. Danny Flowers (Suz); 2. Dale Shields (Hon); 3. Phillip Gentry (Hon); 4. Marcus Langford (Suz); 5. Kim Rawlings (Hon).

WMN EX: 1. Jo Boswell (Hon).

WMN AM: 1. Alice Flowers (Hon); 2. Kay Butler (Hon); 3. Claudia Hamm (Hon); 4. Trina Anthony (Hon); 5. Rocky Still (Hon).

MINI EX: 1. Chris Dejarneatt (Kaw); 2. Eric Hillhouse (Kaw); 3. Zack Christian (Suz); 4. Mark White (Suz); 5. Jeremy Weeks (Kaw).

MINI AM: 1. Brandon Walton (Kaw); 2. Nathan Eads (Kaw); 3. Mark Traweek (Yam); 4. Joshua Collinsworth (Kaw); 5. Luke Johns (Suz).

100 EX: 1. Matt Grubb (Kaw); 2. Tracy Traweek (Kaw); 3. David Allen Penney (Kaw).

Chandler Snow (224) rode to a second-place finish in the 125 Amateurs race at the Mosier Valley Cross Country, coming across the line behind winner Jason Barber.

Corfman, Staab stab opposition at Santa Veronica

By Tony Tellier

TECATE, MEXICO, JULY 29

Tim Staab and Jason Corfman teamed up on an El Cajon Honda CR250 to lead the teams of Jim Loh/Vic Klotz and Vet pro winners Dewey Belew/Bill McNeer over a rutted and dusty, 25-mile Fudpucker Racing Course south of the border.

The dead-engine, multi-bike land rush found 250cc Expert rider Steve Rich taking the lead through the sage brush. Staab wisely used his experience to hold back until Rich and Rich's partner Mike Hinrichson faded back to fifth overall.

"The dust was horrible, " said Staab. "We let the leaders go out early. The holeshot bike led until we got into the lappers and boom! We passed him just like we planned." The only thing Staab apparently didn't plan was a crash at the three-mile point, but fortunately for the team he recovered before being passed.

Staab had originally asked Chip Morton to be his partner, but when Chip bowed out Corfman stepped in. Perhaps it was fate that these two be partners, for after Staab finished five laps, Corfman hopped on the bike to complete the remaining three and cruised the team in to victory.

Loh and Klotz finished second overall, while Belew and McNeer crossed the line in third.

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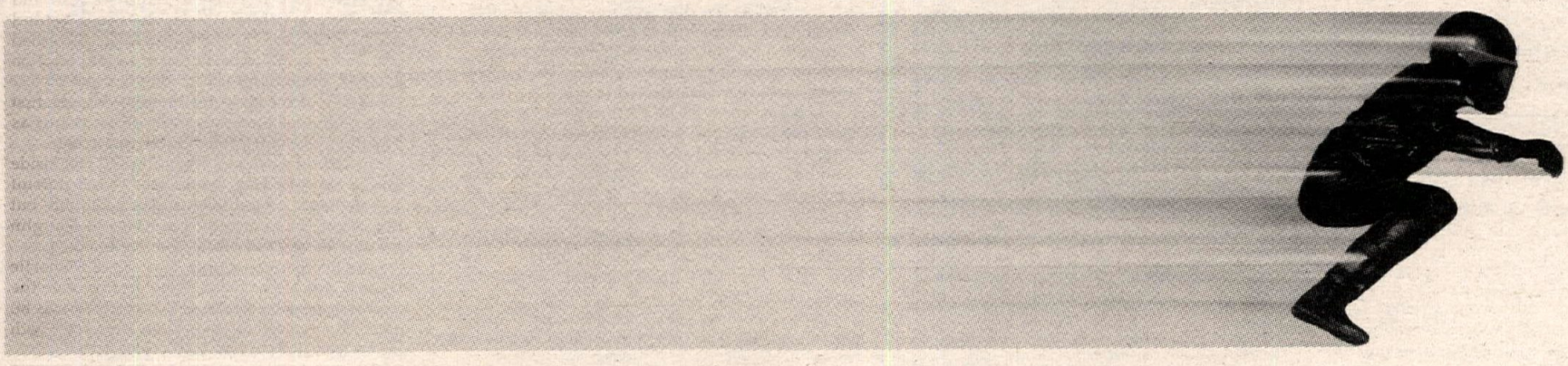

Anticipation is great. But in actuality, the new BMW R 1100 RT tourer is much greater. It's not in the showrooms yet, but all the exciting facts are, and you can put in your order now. The sooner you realize you must have the R 1100 RT, the sooner your wait will be over.

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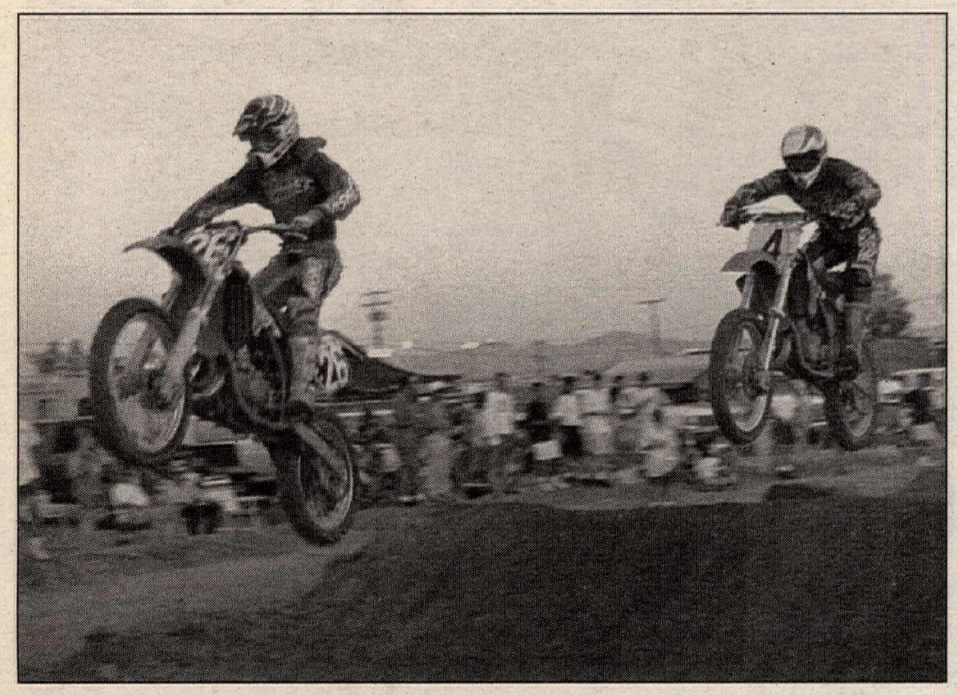
FOR THE WORLD AHEAD.



(Above) Jeremy Chaussee (4) stayed on the gas at the Antelope Valley Fairground's night Supercross series, dicing with Ito Posca (26) on the way to 1-1 moto scores in the 125cc Novice class. (Left) Quinn Harris (44) leads eventual winner Brad Wolfe (19) in 60cc action at Mosier Valley's night series. Harris finished third.

Results

O/A: 1. Tim Staab/Jason Corfman (Hon); 2. Jim Loh/Vic Klotz (Kaw); 3. Dewey Belew/Bill McNeer (Hon); 4. Craig Smith/Matt Bristow (Kaw); 5. Steve Rich/Mike Hinrichson.

PRO: 1. Tim Staab/JasonCorfman; 2. Loh/Klotz; 3. Smith/Bristow.

VET PRO: 1.Dewey Belew/Bill McNeer.

SR PRO: 1. Dave Biddlecome/Carlos Kurainski.

OPEN EX: 1. Lane/Henry; 2. Bebo Gutierrez.

250 EX: 1. Bob Berendes/Jim Henderson.

125 EX: 1. Jason Tuck/Telly Brumment.

VET EX: 1. Elmo Britt/Rick Mauro.

SR EX: 1. Claude Maynard/Bill Maxim.

S/SR EX: 1. Richard Bird/Ted Scott.

OPEN AM: 1. Pat Stidman/Bill Grant.

250 AM: 1. Ricky Fernandez/Greg Luna.

VET AM: 1. Tim Saelens/Mark Oldfather; 2. David Slade.

SR AM: 1. Mike Cuff.

125 NOV: 1. Steve Greene/Ryan Secnal.

250 NOV: 1. Armando Bravo/Richard Gurrola; 2. Steve Slade; 3. Brian Podratz.

VET NOV: 1. Mark Smith; 2. Matt Garrett/Arno Tixel; 3. Dave Rinder.

250 BEG: 1. Manuel Becerra/Alex Estrella; 2. Augy Estrella/Manuel Gurrola.

CLSSC: 1. Scott Hamilton; 2. Joe Theobald; 3. Melissa Rinder.

Smith smokes Mosier Valley Motocross

By Chris Boice

ARLINGTON, TX, JULY 28

Yamaha-mounted Stacey Smith came away victorious from week seven of the Mosier Valley Night MX Summer Series, scoring 1-2 moto finishes to win the Over 30 class in the face of stiff competition.

Honda-mounted Billy Harrison roosted his CR250 to the early lead in the first moto. Close behind were Suzuki rider Jon Merrifield and Mosier Valley's Over 30 rider of the month, Danny Lurye. Off to a slow start but screaming up from the back of the pack was Smith on his YZ125, passing riders, most of them on 250s, at a rate of two or three per lap. By the third lap he was on the rear fender of Harrison, trying to pass for the lead.

Smith's opportunity finally came, through the stadium whoops, and he passed Harrison for the lead. Harrison tried to retaliate, but fell down in the process, dropping to sixth place. The miscue opened the door for Merrifield and Yamaha rider Joey Maucom, who both passed the downed rider. The duo battled side by side for two laps, but when the checkered flag came out it was Maucom with the slight advantage. Smith easily won the moto, followed by Maucom and Merrifield.

The moto-two holeshot belonged to Honda pilot Lurye, followed by Merrifield and Smith. Third-placed Smith didn't wait long to make his move, quickly disposing of Merrifield and then Lurye over a set of double jumps to take the lead.

After a slow start, Chappell charged through the pack to pass Lurye for second, then Merrifield also charged by Lurye to move into third place. Now hounding the leader, Chappell waited a couple of laps to make his move on Smith; he got on the gas a split-second earlier than Smith and rocketed his way into the lead. But Smith retorted, throttle pinned wide open, and was able to regain his lead - clipping handlebars with Chappell in the process.

Chappell waited a couple of corners for the action to settle down and slipped under Smith to take the lead and cruise to the win, followed by Smith and Merrifield. Smith's 1-2 tally still took the overall win ahead of Chappell's second overall. Meffifield's consistent 3-3 finished earned him third overall.

Results

50 STK: 1. C.T. Dickey (KTM); 2. Michelle Marella (KTM); 3. Trey Flores (KTM)

60: 1. Brad Wolfe (Kaw); 2. Drew Hanks (Kaw); 3. Quinn Harris (Kaw).

80 BEG: 1. Derek McKenzie (Suz); 2. Danny Oznick Jr. (Hon); 3. Shane Kill (Suz).

80 JR: 1. McFly Scheel (Suz); 2. Drew Hanks (Suz); 3. Robby Shinn (Kaw).

80 SR: 1. Mark Thompson (Suz); 2. B. Jay Barnhart (Yam); 3. Matt Lineman (Suz).

80 OPEN: 1. Robby Shinn (Kaw); 2. B. Jay Barnhart (Yam); 3. McFly Scheel (Suz).

125 BEG: 1. Jason Crow (Suz); 2. Greg Pippin (Suz); 3. Steven Boswell (Suz).

125 NOV: 1. Zakk Stein (Kaw); 2. Scott Scholting (Suz); 3. Ryan Bonhard (Hon).

125 OPEN: 1. Shane Merkel (Kaw); 2. Boy Boy Scheel (Suz); 3. Rod Scholting (Suz).

250 BEG: 1. Greg Pippin (Suz); 2. Randy Malone (Hon); 3. Jay Bayies (Kaw).

250 NOV: 1. David Papi (Hon); 2. Les Cain (Kaw); 3. Zakk Stein (Kaw).

250 OPEN: 1. Ben Sorenson (Kaw); 2. Bryan Petton (Kaw).

COMB INT: 1. Billy Vaughn (Suz).

COMB EX: 1. Billy Akers (Kaw); 2. Cody Wilks (Kaw); 3. Zeke Daughtery (Kaw).

25+: 1. Chris Boice (Kaw); 2. Landon Griffin (Hon); 3. Randy D. Brown (Yam).

30+: 1. Stacey Smith (Yam); 2. Steven Chappell (Kaw); 3. Jon Merrifield (Suz).

Willoh wins at Red Bluff SX

RED BLUFF, CA, JULY 15

Kawasaki Team Green rider Jeff Willoh dominated proceedings at the first annual Red Bluff Supercross, winning both pro main events handily, taking home $2,000 of the available $5,000 purse, and putting on an aerial stunt show for the nearly 3,000 fans in attendance.

Scott Myers holeshot the 125cc Pro main event, followed closely by surprise contender Rafael Ramos. Jeffrey Pestana, one of the prerace favorites, ran into trouble early when he fell in the first turn and remounted in last place.

Willoh squeezed by Ramos for second place in the third turn, then sped by Myers in the first whoop section after Myers faltered slightly. Willoh began to steadily stretch out his advantage, leaving the rest of the field to argue over second.

Shaun Perolio gated in sixth place but moved into fourth by lap number three. He began to pressure Ramos for third and overtook him in short order, but by this time Willoh had a five-second advantage over Myers, who in turn had seven seconds on Perolio.

Willoh took the checkered flag, followed by Myers and Perolio in second and third, respectively.

The 250cc Pro main event opened with Myers again taking the holeshot, this time with Willoh, Pestana, and Ramos in tow. Willoh immediately closed in on Myers, pulling alongside him over a double-jump combination and then taking the inside line away from Myers exiting the following bowl turn, instantly pulling out to a six-second lead. Willoh finished the race unchallenged, but Myers' work for the night was not over.

Perolio then moved up from his sixth-place start to challenge Myers for third, setting his fellow Kawasaki rider back a position at the halfway mark.

The finishing order was set, with Willoh taking the victory by five seconds over Pestana, who in turn had a scant two seconds over Perolio.

Results

125 PRO: 1. Jeff Willoh (Kaw); 2. Scott Myers (Kaw); 3. Shawn Perolio (Kaw); 4. Jeff Pestana (Hon); 5. Rafael Ramos (Suz).

250 PRO: 1. Jeff Willoh (Kaw); 2. Jeff Pestana (Hon); 3. Shawn Perolio (Kaw); 4. Scott Myers (Kaw); 5. Rafael Ramos (Suz).

125 AM: 1. Aaron Burns; 2. Kurt Favre; 3. Caleb Wyatt; 4. Ben Mcclure; 5. Mike Morgan.

250 AM: 1. Kurt Favre; 2. Mike Morgan; 3. Brian Hansen; 4. Colin Moakley; 5. Todd Wroe.

80 AM: 1. Nathan Tiearney; 2. Evan Laughridge; 3. Eric Nye; 4. Chad Tumer; 5. Matt Morgan.

60 AM: 1. Eric Nye; 2. Daniel Fowler; 3. Andy Morgan; 4. Chris Barnes; 5. A.J. Perez.

50 AM: 1. Darren Nye; 2. Scott Holcomb; 3. Trevor Hukill; 4. Jordan Mockridge; 5. Ross Kuhnte.

Lungaitis, Lamb lasso Antelope Valley Supercross

By Greg Robertson

LANCASTER, CA, JULY 28

Rich Lungaitis and Ron Lamb topped the 250cc and 500cc Beginner classes, respectively, during the fourth and final round of Full Blown Promotions' Hot Supercross Nights Series at the Antelope Valley Fairgrounds.

When the gate dropped for the first 250cc Beginner moto, Lungaitis found himself leading Paul Campanella, Josh Mason and Todd Sayles. Sayles quickly got around Campanella and Mason but was feeling pressure from Jon Crovetti who came flying up from his seventh-place start. Crovetti went around Sayles, then doubled past Lungaitis to take over the lead.

Sayles wasn't about to let Crovetti get away, as he stuck a wheel under Lungaiti's to slip into second and set out after Crovetti. Sayles stalked Crovetti for the next few laps and made his bid for the lead as the duo received the white flag. Sayles held off Crovetti by a few feet for the win. Lungaitis took third ahead of Shawn Chamberlin who spent the moto working up from a last-place start to earn fourth.

Lungaitis proved he had the start down by grabbing his second holeshot. Crovetti was running a close second and was having a hard time finding a way around the leader. At the other end of the pack, Chamberlin was slicing up from another dismal start and had passed Sean Trottier for third at the midway point. Lungaitis picked up the pace in the final two laps to secure the moto win and overall honors. Chamberlin passed Croveti on the final circuit to nab second.

Ron Lamb and Jeff White had their Honda XR600s at the front of the first 500cc Beginner moto. It looked like a Honda advertisement, as the two riders shadowed each other's moves and left the competition behind. Lamb took the hard-fought win. White was second while Darryl Stewart actually closed in on the thumper pilots toward the end to finish third.

The second moto saw White grab the lead, but Lamb relieved him of the top spot within a lap. As in the first moto, White dogged Lamb all the way to the checkers to make him really earn that first-place trophy. Stewart finished a lonely third in front of Curtis Jenson and Larry Hipp.

Results

P/W B-2: 1. Tye Hames (Yam); 2. Dustin Delucia (Yam); 3. Wes Hicks (Yam); 4. Devan Delastro (Yam); 5. Justin Benwick (Yam).

P/W B-1: 1. Bryce Terzian (KTM).

P/W A: 1. Ryan Roybal (KTM); 2. Chris Nihan (KTM); 3. Charles Messer (Yam); 4. Ricky Hemme (Yam).

60 BEG: 1. Cory Redenius (Kaw); 2. Michael Epstein (Kaw); 3. Jason Husband (Kaw); 4. Austin Brission (Kaw); 5. Jennifer Vereput (Yam).

60 (0-8): 1. Ricky Hemme (Kaw); 2. Ryan Roybal (Kaw); 3. J.J. Noone (Kaw).

60 (9-11): 1. Chris Nihan (Kaw).

80 BEG: 1. Christopher Barrett (Hon); 2. Deuce Rutledge (Yam); 3. Blake Margheim (Suz); 4. Matt Grumm (Kaw); 5. David McManus (Hon).

125 BEG: 1. George LaMonte (Suz); 2. Fred Steele (Hon); 3. Todd Ford (Kaw); 4. Chris Pederson (Kaw); 5. Kevin Wehr (Hon).

125 NOV: 1. Jeremy Chaussee (Kaw); 2. Scott Fisher (Hon); 3. Ito Posca (Kaw); 4. Andrew Labrador (Suz).

125 PRO: 1. Jeff Willoh (Kaw); 2. Sean Perolio (Kaw).

250 BEG: 1. Rich Lungaitis (Suz); 2. Jon Crovetti (Hon); 3. Todd Sayles (Yam); 4. Shawn Chamberlin (Kaw); 5. Sean Trottier (Yam).

250 NOV: 1. David Hopfe (Hon); 2. Graham Howell (Hon).

250 PRO: 1. Jeff Willoh (Kaw); 2. Larry Brooks (Yam); 3. Tony Sulek (Yam); 4. Mark Easley (Yam); 5. Ryan Carlisle (Yam).

500 BEG: 1. Ron Lamb (Hon); 2. Jeff White (Hon); 3. Darryl Stewart (Hon); 4. Curtis Jensen (Yam); 5. Larry Hipp (Mai).

JR VET BEG: 1. Steve Lamb (Yam); 2. Todd Ford (Kaw); 3. Peter Gillison (Hon); 4. Brian Larrick (Kaw); 5. Richard Steinhurst (Hon).

JR VET NOV: 1. Mike Johnson (Suz); 2. Bryan Sudbery (Kaw).

VET BEG: 1. Scott Huro (Hon); 2. Michael Kennedy (Yam); 3. Brian Tubbert (Hon); 4. Tim Damon (Hon); 5. Mark Ausnow (Kaw).

VET NOV: 1. David Fajardo (Yam); 2. Ron Bell (Yam); 3. Tom Miller (Yam).

VET INT: 1. Steve Williams (Hon).

VET EX: 1. Jon Zahrt (Yam).

Fike a winner at Casper 1/2 mile

By Mike Zbrozek

CASPER, WY, JULY 16

John Fike thundered his B50 BSA to victory in the 600 Pro Vintage class during the 14th round of the Broz Financial Ltd. Vintage Classics VIII VDTRA national, adding the win to the four national victories and a string of seconds and thirds he's already amassed this season, all of which have put him in the lead of the points race.

Open Pro Twin competition saw Mark Gibson roosting every corner and taking the win in the hard-fought main event. John Fike's determination carried him to a second place finish when he slipped by Bob Braunreiter on the final turn.

The crowd was on its feet most of the day cheering the action, but the loudest cheers were heard during the battle between Bill Burr and Gary Brennan. While Brennan could not pull Burr in on the straights, he often passed Burr cleanly through the turns. The Masters class winner remained undecided until the very last corner, when Burr took the lead in the drag to the checkered flag. Dan Maloney led Fred Shritt to the line, finishing third and fourth, respectively.

Results

OPEN PRO TW: 1. Mark Gibson (Tri); 2. John Fike (BSA); 3. Bob Braunreiter (H-D); 4. Joel Wey (Tri); 5. Mickey Blythe (Tri).

MSTR: 1. Bill Burr (H-D); 2. Gary Brennan (Tri); 3. Dan Maloney (Yam); 4. Fred Shritt (Tri).

600 PRO: 1. John Fike (BSA); 2. Bill Huff (Yam); 3. Jim Forrington (Yam); 4. Del Smith (Hon); 5. Gary Brennan (Tri).

OPEN TW 1. Mike Zbrozek (Tri); 2. Tom Laird (Tri); 3. Duane Petersen (Yam).

600 AM: 1. Jac Donald (Bul); 2. Roy Haines (Bul); 3. Bill Snyder (Bul); 4. Mike Zbrozek (Tri); 5. Dan Renlund (Yam).

250 AM: 1. Ed Baldizan (Yam); 2. Roy Haines (Bul); 3. Bill Snyder (Bul).

Abney on top at Dunes GP

By Mike Arnold Jr.

FARMINGTON, NM, JULY 31

Honda-mounted Kyle Abney was in a mild state of shock when he crossed the finish line, after surprising everyone (including himself) by winning the Pro class at the fifth round of the New Mexico Desert Racing Series.

As the Pro class lined up for the start, local rider David Fay was heavily favored to claim the win. By the end of the first lap Fay led Chris Dennison by 10 seconds, and Abney ran all alone in third.

After three laps, Fay pulled into the pits with a full one-minute lead over Dennison. A quick pit for fuel and goggles had Fay back out on the course in less than 20 seconds. Dennison pulled in for service just after Fay, allowing Fay to further open his lead.

One more lap put Fay in a two-minute lead and Dennison in the pits with a flat tire. Dennison's absence jumped Abney into second place, three minutes behind the Yamaha of Fay. Dennison's pit stop was quick, but long enough to drop him out of contention.

On the sixth lap, Fay stopped for a goggle change and a splash of fuel, three minutes and thirty seconds ahead of Abney. As Fay left the pits on "cruise-control," everyone assumed that he had the overall win locked up.

However, after several minutes Fay again appeared in the pits, this time on foot. The "sure

win" had been lost when the master link on his chain let go on the last lap due to a bent chain guide.

"This is the second year in a row that this exact thing has happened to me at this race," said Fay. "This race is in my own backyard, and I think it's a bad omen for me."

A surprised Abney found himself in the lead with less than one lap left in the race.

"Coming down the hill out of the pits I saw Dave walking up," said Abney, "but I didn't realize who it was until I saw the bike in the sand wash later." Abney crossed the line a minute and a half ahead of second-place rider Jules Farmer.

The win, along with the misfortunes of Chris Dennison, allowed Abney to clinch the season points championship in the N.M.D.R.C. series with only one race remaining. After years of trying, Abney will carry the number-one plate in 1996.

Back in the Fay camp the mood was more somber. Perhaps Mike Arnold Sr., a member of Fay's pit crew, said it best:

"To lead for so long and to know that you have the win is great. But to lose it on the last lap with such a bizarre incident is disheartening."

Dodds hot at MXMC

By Kyle Myers

REDDICK, FL, JULY 30

Jason Dodds took the money and ran as he captured the Open Money and 125-A class at round 16 of the Florida Motocross Series, held at Motocross of Marion County.

In the first Open Money moto, Dodds rocketed out of the gate and lead the field into turn one with Kenny Jones, Anthony Paggio, Mike Amedeo and Brandon Cunningham following. Dodds, Jones and Paggio broke away from the pack to battle for the point position. Paggio stayed on Jones' rear wheel, but couldn't find a way around him. With Jones holding off Paggio, Dodds increased his lead with each lap and held on for the wire-to-wire win, some five seconds ahead of Jones and Paggio. Amedeo and Cunningham rounded out the top five, respectively

Dodds once again blasted his YZ 360cc to the front of the field to start moto two, with Paggio, Amedeo, Jones and Cunningham giving chase. Paggio quickly passed Dodds in the whoops on the opening lap, taking over the lead. Paggio led for two laps until he bobbled in the whoops, allowing Dodds to retake the lead. Paggio rode in Dodds' wheel tracks for the entire nine laps, but couldn't get by.

Meanwhile, Jones chased Amedeo for a couple of laps before slipping by in a corner. Jones then fell, and Amedeo raced back into third position. Dodds held off the attack of Paggio to score the win, and Paggio finished in second place while Amedeo scored third.

Dodds later returned to sweep both motos in the 125cc-A class. Dodds ran away with both races, leaving Guy Sacchetti and Joe DeCosta to fight for second. DeCosta finished in the number-two position in moto one, but in the second outing it was Sacchetti with the second-place finish. CN

Results

P/W (4-6): 1. Wang Haynes (Yam); 2. Angela Moore (Yam); 3. Johnathon Camp (LEM); 4. Sara Hampshire (LEM); 5. Ricky Channon (KTM.).

P/W (7-8): 1. Matt Goerke (Cob); 2. Davi Millsaps (Cob); 3. Marisa Hampshire (LEM); 4. Brianna Millsaps (Cob); 5. Kyle Chisholm (LEM).

60: 1. Kyle Williamson (Kaw); 2. Dustin Lynn (Kaw); 3. Matt Goerlie (Kaw); 4. Barrett Smith (Kaw); 5. Brad Bernier (Kaw).

80 (7-11): 1. Chaz Northey (Kaw); 2. Dan Truman (Kaw); 3. Jeff Moore (Suz); 4. Kyle Williamson (Kaw); 5. Shawn Mayo (Kaw).

80 (12-13): 1. Kyle Farnell (Yam); 2. J.B. Balaard (Suz); 3. Clint Shealy (Yam); 4. Tyson Hadsell (Suz); 5. Ryan Davis (Kaw).

80 (14-15): 1. Cario Beard (Kaw); 2. Billy Brady (Hon).

80 BEG: 1. Robert Croci (Suz); 2. Mike Vencura (Suz); 3. Jess Young (Yam).

S/MINI: 1. Kyle Farnell (Yam); 2. J.B. Ballard (Suz); 3. August Lausberg (Kaw); 4. Clint Shealy (Yam); 5. Tyson Hadsell (Suz).

15-24: 1. Jason Thomas (Hon); 2. James Webb (Suz); 3. Travis Willis (Suz); 4. Brett Bohannon (Hon); 5. August Lausberg (Kaw).

125 A: 1. Jason Dodds (Yam); 2. Guy Sacchetti (Hon); 3. Joe DaCosta (Suz).

125 B: 1. Jason Thomas (Hon); 2. James Webb (Suz); 3. Wayne Schaefer (Suz); 4. Derrick Januszyk (Hon); 5. Ray Hanson (Kaw).

125 C: 1. Cory Willey (Kaw); 2. Mike Redner (Hon); 3. Robert Wright (Hon); 4. David Duchaine (Kaw); 5. Garry Robertson (Kaw).

125/250 BEG: 1. Tony Torri (Hon); 2. Roger Creamer (Suz); 3. Danny Hanson (Suz); 4. Steve Bass (Kaw); 5. Scott Reese (Kaw).

250 B: 1. John Lacke (Kaw); 2. Brett Bohannon (Hon); 3. Brett Sanger (Kaw); 4. Travis Willis (Suz).

250 C: 1. Brandt Frenchman (Hon); 2. James Armbage (Kaw); 3. Tom Kent (Suz).

25+: 1. Branden Cunningham (Kaw); 2. Steve Dye (Kaw); 3. Willis Brock (Suz).

30+: 1. Steve Dye (Kaw); 2. Mark Bazinet (Kaw); 3. Gary Emerson (Kaw); 4. David Hughes (KTM); 5. Brian Whitcomb (Hon).

35+: 1. Tom Fogg (Kaw); 2. Brian Whitcomb (Hon); 3. David Hughes (KTM); 4. Peter Zarcone (Suz); 5. Jeff Clair (Suz).

40+: 1. Tom Fogg (Kaw); 2. Ron Trwin (Kaw); 3. Joe Steidi (Hon); 4. Bob Dare (Kaw).

OPEN NOV: 1. Mark Bazinet (Kaw).

OPEN MONEY: 1. Jason Dodds (Yam); 2. Anthont Paggio (Suz); 3. Mike Amedeo (Kaw); 4. Ken Jones (Hon); 5. Brandon Cunningham (Kaw).

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Wed., Aug. 16	GFI "WEDNESDAY" Practice Day (3-8pm)	Perris
Sat., Aug. 19	GFI at Night - Truck Giveaway Rnd. #7*	Perris
Wed., Aug. 23	GFI "WEDNESDAY" Practice Day (3-8pm)	Perris
Sat., Aug. 26	GFI at Night - Truck Giveaway Final*	Perris

* Yamaha Contingency Available

SRA GP California Schedule

Members	Non Members
Sunday, August 27	Glen Helen
Sunday, September 24	Carlsbad

Info (714) 957-2985

Qualifiers start Sept. 1 for the 20th Annual GNC INT'L MX FINALS Lake Whitney Cycle Ranch, TX March 15, 16, 17, 1996 To set up qualifiers, Call: 817-694-2901

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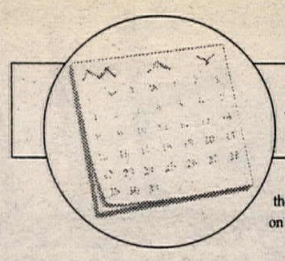

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
8/20 Brno, Czech Republic, Rnd 10
9/3 Monza, Italy, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
8/27 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 250cc MX Series
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

World C'ship Trials Series
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

Motocross des Nations
9/10 Sverepec, Czechoslovakia

Trials des Nations
9/24 Piesting, Austria

International Six Day Enduro
9/18-23 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25

AMA 600 Nat'l C'ship Dirt Track Series
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883 Dirt Track Series
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17

AMA Regional Dirt Track C'ship Series
8/25 Greenville, OH, Rnd 10
9/8 Castle Rock, WA, Rnd 11
9/8 Hagerstown, MD, Rnd 12

AMA 125/250cc Nat'l Championship MX Series
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike Nat'l Championship Series
8/27 Sonoma, CA, Rnd 8
9/24 Chandler, AZ, Rnd 10

AMA National Championship Hare Scrambles Series
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship Hillclimb Series
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

AMA/NATC National C'ship Observed Trials Series
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA C'ship Mid South Summer Hare Scrambles Series
8/20 Mannington, KY
Info 615/859-0873

AMA/Prostar Championship Drag Race Series
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

Championship Cup Pro-Am Series
Florida Region
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
9/15-17 Braselton, GA
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
8/26-27 Grattan, MI
9/9-10 Rockton, IL
*10/21-22 Daytona, FL

Southeast Region
9/2-3 Bloomingdale, GA
9/15-17 Braselton, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
9/15-17 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

* WERA Sportsman Championship Series
Mid-Atlantic Region
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
8/26-27 Talladega, AL

South Central Region
9/2-3 Hellett, OK
9/30-10/1 College Station, TX
Info 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
*8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
* EBC Triple Crown Round

* WERA Nat'l Vintage Series
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Braselton, GA, Final
Info 803/681-9372
* Tentative

North American Super Bike Series
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

AHRMA Historic Cup Series
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

AHRMA West Regional MX Series
9/24 Fernley, NV
10/8 Pala, CA
10/22 Hollister, CA
11/5 Tulare, CA

AHRMA So. Cal. MX Series
10/8 Pala, CA

AHRMA Nor. Cal. MX Series
8/27 Monterey, CA
9/24 Fernley, NV
10/22 Hollister, CA

NETRA C'ship Enduro Series
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Gloucester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA

9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare Scrambles Series
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

*** Broz Financial Ltd. Vintage Classics VIII Dirt Track Series**
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

Black Jack Enduro Circuit
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

New York State C'ship Hare Scrambles Series
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

North Eastern Cross Country Series
8/20 Little Falls, NY
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Newark, NY
10/1 South Edmonsten, NY
Info 716/933-7230 or 716/335-2692

AMA Hot Summer Nights C'ship MX Series
8/19 Lenoir City, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425

Mid East Hare Scrambles Series
8/20 Grover, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 Greer, SC
10/8 Lancaster, SC
10/22 Grover, NC

Virginia C'ship Hare Scramble Series
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

Carolina Virginia Observed Trials Club Series
9/24 Axton, VA
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

Arkansas Hare Scrambles Championship Series
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

KORR Motocross Championship Series
8/20 Sterling, KS
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

NMRA Drag Race Series
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
9/23 Montreal, Quebec
Info 416/363-9035

CMA Dirt Track National Series
9/1 Quebec, Quebec

CMA/ASM Castrol Canada Cup Superbike Series
9/2-3 Alma, Quebec

Golden Crown of Baja Off Road Desert Series
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
9/1-2 Tecate Gran Prix Tecate, B.C., Mex.
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

No. Calif. Mini Road Racing Assoc. Series
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/26 Perris, CA
9/10 Perris, CA
9/23-24 Phoenix, AZ
10/8 Perris, CA
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

SRAC State C'ship Series
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Yamaha/McDonald's/Fox Pee Wee C'ship Series
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Summer MX Championship Series
8/20 Ona, FL
8/27 Orlando, FL
9/3 Ona, FL
9/10 Reddick, FL
9/17 Orlando, FL
10/1 Ona, FL

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA No. California Cross Country Series
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

Missouri Hare Scrambles C'ship Series
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

Sloan Yamaha/U.S. C'ship Team Hare Scramble Series
9/3 Waverly, TN
9/24 Waverly, TN
Info 615/790-3639 or 615/662-2124

AMA/ District 10 C'ship Hare Scramble Series
8/27 Owneton, KY
9/17 Bedford, KY
Info 606/472-3442

OCCRA Cross Country Series
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

AHRMA Southwest/Texas Fall Championship Series
8/20 Euless, TX
9/3 Lake Whitney, TX
9/24 Swan, TX
10/15 San Antonio, TX
11/5 Lake Whitney, TX
11/26 Swan, TX
Info 713/361-2936 or 713/497-3366

AHRMA Southeastern Regional Trials Series
9/30 Monroe, GA

KNOXVILLE

Chris Agajanian Presents
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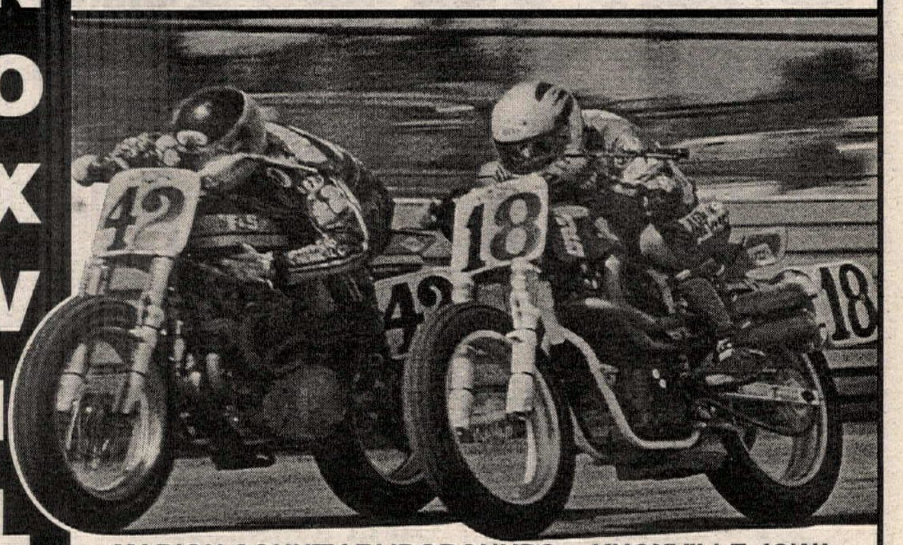
U.S. MOTORCYCLE NATIONALS



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GLEN HELEN
EVENT CALENDAR
Speedway Racing Every Friday Night

Sat., Aug. 19	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & PeeWee Open till 5:00pm
Sun., Aug. 20	Park Closed
Thurs., Aug. 24	MX Practice on National, Vintage & PeeWee Tracks 8:00am till Dusk
Sat., Aug. 26	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & PeeWee Open till 5:00pm
Sun., Aug. 27	SRA Gran Prix • Gates Open 6:30am
Thurs., Aug. 31	MX Practice on National, Vintage & PeeWee Tracks 8:00am till Dusk
Sat., Sept 3	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & PeeWee Open till 5:00pm

WHAT'S HAPPENING
CHAPARRAL GRAN PRIX
SEPTEMBER 9th & 10th

MOTOCROSS PRACTICE INFO:
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RACE HOTLINE: (909) 880-1733

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1 P.M.
OCTOBER 15, 1995

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CRC California Race Schedule
100% PRO PAYBACK

Sat., Aug. 19	CRC Night MX	L.A.C.R.
Sat., Aug. 26	CRC Night MX	L.A.C.R.
Sat., Sept. 2	CRC Night MX - Combo Series	L.A.C.R.
Mon., Sept. 4	CRC GP - Combo Series	L.A.C.R.
Sat., Sept 9	CRC SX - Combo Series	L.A.C.R.

Wednesday Practice • 4 p.m.-9 p.m.
Friday Practice • 4 p.m.-9 p.m. L.A.C.R.
CRC Info (805) 272-8889

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DAVENPORT, IOWA
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FRIDAY • SEPTEMBER 1 • 1995
RACES START AT 7PM • AMA SANCTIONED • RAIN DATE SEPTEMBER 2
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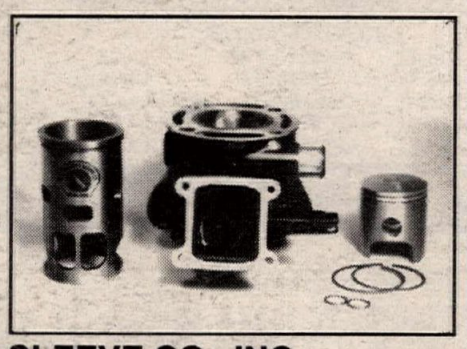

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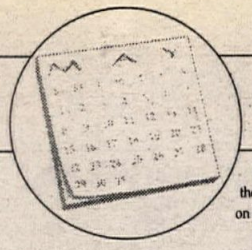

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/28 Palmetto, GA
Info 404/463-4390

MRAN Off-Road C'ship Series
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

RAM C'ship Road Race Series
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

*** International Old Timers MX Series**
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Championship Series
9/16-17 Hollister, CA
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt Racing Series
8/18 Asheboro, NC
9/29 Asheville, NC
10/8 Wiscasset, ME
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 N. Palm Springs, CA
10/29 Hesperia or Lucerne Valley, CA
11/19 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas,
12/10 Newhall, CA
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Rocky Mtn. Dual Sport Series
9/13-16 *Steamboat Springs, CO
*National Trail Ride Series event
Info 303/697-8382

Georgia Fall MX Series
9/10 Macon, GA
9/17 Dalton, GA
9/24 Breman, GA
10/1 Roberta, GA
10/8 Macon, GA
10/15 Dalton, GA
10/29 Breman, GA
11/5 Roberta, GA
11/12 Macon, GA
11/26 Macon, GA
Info 912/788-0413

Wild West National MX Series
8/25-27 Boise, ID
Info 801/464-5445

CMA Bounty Hunter Series
8/19 Los Banos, CA
Info 209/673-8080

CMA Summer Trophy Series
8/18 Madera, CA
8/25 Madera, CA
Info 209/673-8080

GFI Night MX Truck Giveaway Series
8/19 Perris, CA
8/26 Perris, CA
Info 909/698-6996

CMC Trans-Cal National MX Series
South Region
9/17 Adelanto, CA
10/1 Adelanto, CA
10/15 Ramona, CA
10/29 Palmdale, CA
North Region
9/10 Carson City, NV
9/23 Marysville, CA
10/7 Sacramento, CA
10/22 TBA
Oregon Region
8/27 Albany, OR
9/17 Eugene, OR
9/24 Albany, OR
Showdown
11/11 Adelanto, CA
11/12 Adelanto, CA
Info 619/246-7262

CMC Copper State MX Classic Series
9/16 Cottonwood, AZ
9/23 Glendale, AZ
10/7-8 Sierra Vista, AZ
10/21-22 Eloy, AZ
10/28 Glendale, AZ
11/24-26 Glendale, AZ
Info 602/849-1572

Lodi Cycle Bowl C'ship Dirt Track Series
8/19 Lodi, CA
Info 209/368-7182

Northwest 883 Twins Series
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

Womens World MX Championships
8/26-27 Ramona, CA
Info 714/837-3374

AUGUST

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27	28	29	30	31		

SEPTEMBER

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10	11	12	13	14	15	16
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24	25	26	27	28	29	30

• DENOTES PRO PAYBACK

Fri, Aug 18

• CALIFORNIA SPEEDWAY - International Speedway, Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Nite Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880 or 942-1211.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Dad's Night Out, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 19-20

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/California Trail Rides, 6th Annual Hi-Sierra 250, Sierra Summit Ski Resort, Lake Huntington. Info: 714/992-9291.

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'll Raceway, Rosamond. Info: 805/256-1234.

ILLINOIS DRAG RACE - AMRA, 7th Annual Gateway All Harley Drags, Gateway International Raceway, Fairmont City. Info: 708/250-00838 or 618/482-5501.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

• OHIO MOTOCROSS - AMA/Dist 11, Ohio State Fairgrounds, Columbus. Info: 614/323-3489.

Sat, Aug 19

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Truck Giveaway Rnd 7, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA SHORT TRACK - San Diego Flattrack Assn., Barona Speedway, Ramona. Info: 619/464-1104.

• CALIFORNIA MOTOCROSS - Marysville MX, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - AHRMA, Carlsbad Raceway, Carlsbad. Info: 619/744-8052.

• COLORADO SPEEDWAY & SHORT TRACK - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

CONNECTICUT JUNIOR ENDURO - NETRA, Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Fl. Motocross Park, Milton. Info: 904/994-2884.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• ILLINOIS MOTOCROSS - AMA/Dist 17/Stadium Moto-X, Megacross Shootout, Tri-County Fairgrounds, Mendota. Info: 815/539-9021.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc, Rawlings. Info: 301/729-6131 or 259-9249.

• NEW HAMPSHIRE SHORT TRACK - AMA/Sideways Promotions, Canaan USA Speedway, Canaan. Info: 508/874-1732.

NEW YORK MOTOCROSS - AHRMA, Claverack MX Track, Claverack. Info: 518/828-6149.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO DIRT TRACK - Honda Hills, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Top Gun National/Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports/I-95 Motocross, I-95 Motocross, Hardeeville. Info: 803/784-2408.

VIRGINIA SUPERCROSS - AMA/Birch Creek Motorsports Inc., Danville. Info: 804/836-3633.

Sun, Aug 20

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Gorman. Info: 310/864-6875.

• CALIFORNIA TT SCRAMBLES - AMA/D-36/Dinosaur Racing, modern & vintage, Hollister Hills SVRA upper ranch, Hollister. Info: 408/847-2299.

• CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Union, Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• FLORIDA MOTOCROSS - SFMX, County LIne Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA MOTOCROSS - Florida MX Series, Motocross of Marion County, Reddick. Info: 904/591-2050.

• GEORGIA MOTOCROSS - Double A Promotions, Stateline Summer Series, Camden County Motocross, Woodbine. Info: 912/729-5483.

ILLINOIS TRIALS - Rock River Riders, Polo. Info: 815/232-2731.

• ILLINOIS DIRT TRACK - Badger Racing Assoc. Club, 1/2 mile, Henry Co. Fairgrounds, Cambridge. Info: 414/699-3387.

• INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 600 National Championship/Half Mile Pro Race, Converse Fairgrounds, Converse. Info: 219/486-7172.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Lake Perry ORV area, Lake Perry. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Mannington. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEW HAMPSHIRE HILLCLIMB - AMA/New England Hillclimbers Assoc. Inc., Lebanon. Info: 413/2267-4713.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 3, Silver Springs. Info: 315/597-1241.

NEW YORK SHORT TRACK - Electric City Riders M.C., Schenectady. Info: 518/374-7979 or 518/274-4318.

NORTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Mill Pond Hare Scramble, Columbus. Info: 704/484-9000 or 704/937-9177.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO HARE SCRAMBLE - AMA/ Consitution Ridge Raceway/Dynamic Promotions, Belpre. Info: 614/593-6704.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OREGON DUAL SPORT - The South Coast Trail Riders, Surf and Turf Dual Sport, Coos Bay. Info: 503/888-5588 or 800/634-1054.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

TEXAS VINTAGE MOTOCROSS - AHRMA Southwest/Texas Fall Series, Mosier Valley MX, Euless. Info: 713/497-3366.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/ Pepsi Grand Championship Series - Rnd 4, Birch Creek Motosports, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON ROAD RACE - WMRRA, Hoquiam Street Race, Hoquiam. Info: 206/972-4499.

Tues, Aug 22

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 23

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

Aug 25-27

• CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

IDAHO MOTOCROSS - Wild West National Motocross Series, OMC Raceway, Boise. Info: 801/464-5445 or 208/384-5512.

Fri, Aug 25

• CALIFORNIA SPEEDWAY - International Speedway, U.S. National qualifier, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Final Points race, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Coca-Cola Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NORTH CAROLINA FLAT TRACK - Dixieland Speedway, Elizabeth City. Info: 919/771-5151.

• OHIO DIRT TRACK - AMA/Rodney Grim, half mile, Treaty City/Darke Co. Fairgrounds, Greenville. Info: 513/548-5044.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 26-27

• CALIFORNIA MOTOCROSS - U.S. Womens Motocross Team, Womens World MX Championships, Barona Oaks Raceway, Ramona. Info: 714/754-7305.

ILLINOIS TRIALS - Variety Riders M.C., Ottawa. Info: 815/434-3669.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M/C, Buffaloe 500, Columbus. Info: 317/839-8105.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd International Raceway, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, 3rd Annual Texas All Harley Summer National, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 26

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/C/M Cycle, The San Diego Off Roader magazine & Otterz of Hawaii Night Team race, Plaster City east BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay area, Los Banos. Info: 408/292-3558.

• COLORADO SPEEDWAY & TT - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

ILLINOIS HILLCLIMB - AMA/Dist 17/Cahokia Creek Dirt Riders Inc, Mt. Olive. Info: 217/627-2459.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MASSACHUSETS JUNIOR ENDURO - NETRA, Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

• NEW YORK MOTOCROSS - AMA/Suzuki East Coast Amateur Nationals, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

OHIO MOTOCROSS - AMA/District 11/Honda Hills, vintage, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual Tenn. State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

Sun, Aug 27

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

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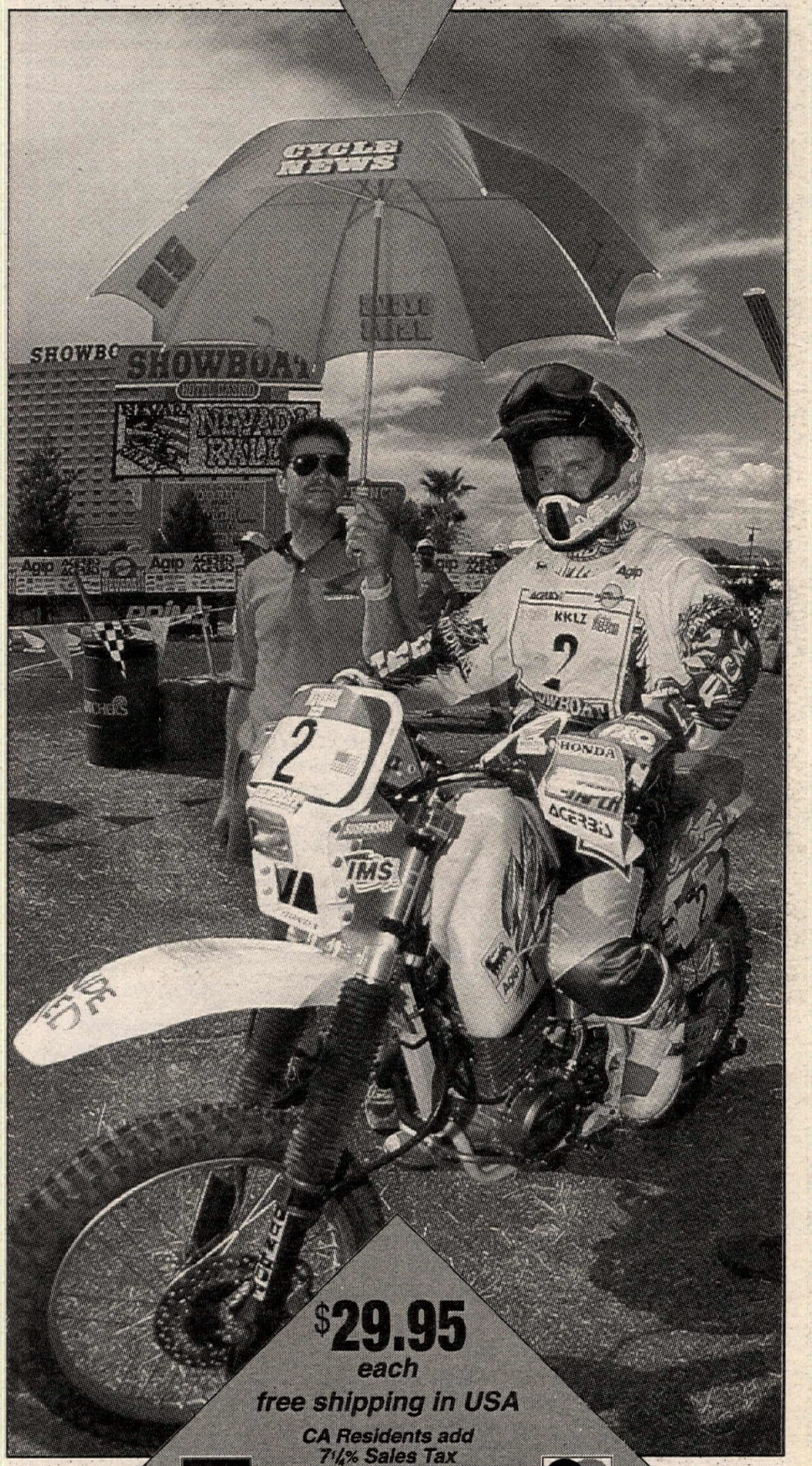

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA HARE SCRAMBLES - Lost Coyotes M.C., "Rabbit Hole Mine" Hare Scrambles, El Mirage OHV area, El Mirage. Info: 805/942-8795.

• CALIFORNIA MOTOCROSS - CMC, Yamaha Dealers Showdown MX Series - Rnd 4, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Starwest Supercross Park, Moreno Valley. Info: 310/864-6875.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/957-2985.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• FLORIDA MOTOCROSS - Double A Promotions, Stateline Summer Series, Hilliard. Info: 912/729-5483.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard Motocross, Jacksonville. Info: 904/268-2376 or 845-2076.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

• KANSAS MOTOCROSS - Outlaw MX Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

KENTUCKY HARE SCRAMBLE - AMA, KY. State Champion Series, Eagle Creek Park, Owenton. Info: 606/472-3442.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

MAINE HARE SCRAMBLES - NETRA, Championship Series, Mohawk, Cheshire. Info: 203/875-5757.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Thielman. Info: 612/224-0222, 507/645-6065.

MISSOURI HARE SCRAMBLES - Coffee Creek, Canton. Info: 314/392-2475.

• NEW YORK MOTOCROSS - AMA, 125 & 250 National Championships, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK OBSERVED TRIALS - AMA/D-4, Medina. Info: 716/796-2727.

• NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge, Lee Co. 100/North Carolina Hare Scramble Series, Sanford. Info: 919/776-2412.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - Broken Spokes Cycle Club, New Philadelphia. Info: 216/339-9265.

• OHIO MOTOCROSS - Kenworthy's G.P. Club Inc., Troy. Info: 513/335-4763.

• OREGON MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 1 Pacific Northwest, Albany SX Track, Albany. Info: 503/928-4474.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., J.K. Racing, PIne Grove. Info: 717/345-6340.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

VERMONT MOTOCROSS - Vermont Motocross Association, Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/Pepsi Grand Championship Series - Rnd 5, Actiontown MX Park, Dillwyn. Info: 804/836-3633.

• WASHINGTON FLAT TRACK - AMA/Dist 27/Steve Hyson Productions, Summer Short Track Series, Thurston Co. ORV Park, McCleary. Info: 503/458-5225.

Tues, Aug 29

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 30

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Thur, Aug 31

• OHIO MOTOCROSS - AMA/American Motosports Inc, Hancock County Fair, Findlay. Info: 614/596-2057.

Fri, Sept 1

• CALIFORNIA SPEEDWAY - International Speedway, Fox Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/ 363-2653.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - J&P Promotions, 7th Annual Nostalgic Antique Motorcycle Half-mile, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• MICHIGAN FLAT TRACK - AMA/Auto City Speedway, asphalt, Clio. Info: 810/687-7384 or 659-0325.

• NEVADA MOTOCROSS - On Trac Events, Sub Factory Night & last Friday Night race, Silverstate Motocross, Carson City. Info: 702/267-4392.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Sept 2-3

ALABAMA MOTOCROSS - Rocket City Raceway Inc./The Huntsville Jaycees, Madison County Fairgrounds, Huntsville. Info: 205/772-3108.

CANADA ROAD RACE - CMA/ASM, Alma "Downtown", Quebec. Info: 514/582-4051.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series - Rnd 13 & 14/Suzuki Frontier Day, London. Info: 606/877-1364.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc, Rawlings. Info: 301/729-6131 or 259-9249.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Thielman. Info: 612/224-0222, 507/645-6065.

NEVADA MOTOCROSS - International Old Timers, Fernley. Info: 702/475-2651 or 702/359-0695.

• PENNSYLVANIA MOTOCROSS - AMA/Racer Productions, Steel City USA, Pro MX National Championships, Delmont. Info: 304/594-1157.

VERMONT MOTOCROSS - N.E.M.A., Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

Sat, Sept 2

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross/Combo Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA SHORT TRACK - San Diego Flattrack Assn., Barona Speedway, Ramona. Info: 619/464-1104.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

• INDIANA SHORT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, Lions Club Park, Upland. Info: 219/486-7172.

• MEXICO GRAN PRIX - Baja Promotions/BP Racing, The Tecate Gran Prix, Tecate, Baja California. Info: 818/992-6355 or 818/340-5750.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

Sept 3-4

• COLORADO SUPERCROSS - MPM MX Promotions, 2nd Annual Iron Horse Rally Supercross, Sky Ute downs, Ignacio. Info: 505/334-9719.

• KANSAS MOTOCROSS - GNC qualifier, Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

Sun, Sept 3

• ARIZONA OFF ROAD - Whiplash Motorsports, Snowflake 125, Snowflake. Info: 602/971-3730.

• CALIFORNIA MOTOCROSS - California Motocross Association, GFI Fall Series North - Rnd 1, Hollister Hills, Hollister. Info: 209/673-8080.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• FLORIDA MOTOCROSS - SFMX, County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Dixie M/C Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Triple B#1, New Boston. Info: 203/875-5757.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

NEBRASKA DRAG RACE - AMRA, All Harley Drags, Scribner. Info: 402/476-3540.

• NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, 3rd Annual Vet & Vintage Reunion, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Ace Motocross, 1995 Championship Point Series, Modena. Info: 914/463-2093.

• NEW YORK MOTOCROSS - W.N.Y.S.C./Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

• NEW YORK CROSS COUNTRY - AMA/Hudson Valley Off Road Riders, North East Cross Country Series, Ellenville. Info: 717/559-7510.

NORTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Airport Hare Scramble, Hickory. Info: 704/484-9000 or 704/937-9177.

OHIO MOTOCROSS - Midwest Racing Association, Suzuki Contingency, Delta Raceway, Delta. Info: 313/289-2100.

• OKLAHOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 7, Valliant. Info: 405/355-1106.

• OREGON ROAD RACE - Roadracing Association of Motorcyclists, Coos Bay International Speedway, Coos Bay. Info: 503/269-2474.

RHODE ISLAND HARE SCRAMBLES - NETRA, Championship Series, Hoot Owl, Gloucester. Info: 203/875-5757.

RHODE ISLAND JUNIOR ENDURO - NETRA, Championship Series, Tri State Jr., W. Gloucester. Info: 203/875-5757.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON MINI ROAD RACE - SMRC, Pangborn Kart Track, Wenatchee. Info: 206/672-0783.

• WISCONSIN DIRT TRACK - Badgers Racing Assn. Club, 1/2 mile, Central Wisconsin State Fair, Marshfield. Info: 414/699-3387.

Mon, Sept 4

• CALIFORNIA GRAND PRIX - CRC, Combo Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

• OHIO MOTOCROSS - Smith Rd. Raceway, Medina. Info: 216/725-8569.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

Tues, Sept 5

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Sept 6

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Saline Fairgrounds, Saline. Info: 313/289-2100.

Sept 8-10

NEW JERSEY DRAG RACE - AMA/Prostar Motorcycle Drag Racing, Orient Express U.S. Nationals, Atco Raceway, Atco. Info: 205/852-1101.

Fri, Sept 8

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• MARYLAND DIRT TRACK - AMA/Wayne Stouffer, half mile, Hagerstown Speedway, Hagerstown. Info: 703/525-8224.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Pro Explosion, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

• WASHINGTON TT - AMA/Mount St. Helens MC, Castle Rock Fairgrounds, Castle Rock. Info: 206/274-8700.

Sept 9-10

CANADA HILLCLIMB - Southern Wyoming Dirt Riders Assoc., Medicine Hat, Saskatchewan. Info: 307/786-2348.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

• FLORIDA MOTOCROSS - County Line Raceway, Pro-Am, Bradenton. Info: 941/755-8700.

KENTUCKY OBSERVED TRIALS - Southeastern Trials Riders Assn., Berea. Info: 205/880-9561.

KENTUCKY DUAL SPORT - AMA/K-T Riders, Golden Pond. Info: 502/522-6107.

Sat, Sept 9

ALABAMA MOTOCROSS - Rocket City Raceeway, Inc./The Huntsville Jaycees, Madison County Fairgrounds, Huntsville. Info: 205/772-3108.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA SUPERCROSS - CRC, Saturday Night Supercross/Combo Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA POKER RUN - D-37 Benefit Nite Poker Run, El Mirage Dry Lake, El Mirage. Info: 714/778-3674.

CALIFORNIA MOTOCROSS - AHRMA, Carlsbad Raceway, Carlsbad. Info: 619/744-8052.

• COLORADO SPEEDWAY & SHORT TRACK - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• IDAHO DIRT TRACK - Lemhi County Motorsports, Salmon Valley Fairgrounds, Salmon. Info: 208/756-6433.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

KANSAS TT SCRAMBLES - KMSA/Midstates Dirt Racers Assoc., Westmoreland. Info: 913/776-1888 or 286-0567.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• NEVADA MOTOCROSS - On Trac Events, Suzuki Cup Challenge (invitation only), Silverstate Motocross, Carson City. Info: 702/267-4392.

• NEW YORK SHORT TRACK - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/693-3159 or 693-2634.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-6686.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

OKLAHOMA CROSS COUNTRY - OCCRA, Lake Draper, Oklahoma City. Info: 405/672-1423.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

• WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club, North American Senior MX Championship, Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sun, Sept 10

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

CALIFORNIA EUROPEAN SCRAMBLES - D-37 Benefit, Best of the West European Scrambles, El Mirage Dry Lake, El Mirage. Info: 619/251-3489.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 1 North, Silverstate Raceway, Carson City. Info: 702/267-4392.

• CALIFORNIA MOTOCROSS - CMC, Yamaha Dealers Showdown MX Series - Rnd 5, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Jeff Barbacovi Benefit Race, L.A. County Raceway, Palmdale. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - California Motocross Association, GFI Fall Series North - Rnd 2, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 8 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (227/1 win)
2. Miguel DuHamel (Hon), Canada (226/5 wins)
3. Fred Merkel (Suz), Stockton, CA (202)
4. Tom Kipp (Yam), Mentor, OH (198)
5. Freddie Spencer (Duc), Shreveport, LA (165/1 win)
6. Dale Quarterley (Duc), Westfield, MA (163)
7. Thomas Stevens (Suz), Sanibel Island, FL (158)
8. Mike Smith (Duc), Canton, GA (145)
9. Pascal Picotte (Kaw), Canada (144)
10. Steve Crevier (Kaw), Canada (136)

STEVE CREVIER

AMA 600cc SUPERSPORT SERIES
(After 9 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (307/7 wins)
2. Mike Hale (Hon), Carrollton, TX (252/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (220)
4. Thomas Wilson (Kaw), Oregon, OH (213)
5. Michael Barnes (Kaw), Boca Raton, FL (210)
6. Hikaru Miyagi (Hon), Japan (205)
7. Steve Crevier (Kaw), Canada (202)
8. Pascal Picotte (Kaw), Canada (178)
9. Larry Pegram (Hon), Baltimore, OH (167)
10. Owen Weichel (Kaw), Canada (150)

AMA 750cc SUPERSPORT SERIES
(After 7 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (256/2 wins)
2. Fred Merkel (Suz), Stockton, CA (235/6 wins)
3. Thomas Wilson (Kaw), Oregon, OH (219)
4. James Randolph (Kaw), Santa Rosa, CA (209)
5. Mark McDaniel (Suz), Birmingham, AL (174)
6. Fritz Kling (Yam), Lansing, MI (146)
7. Hikaru Miyagi (Hon), Japan (141)
   Donald Jacks (Suz), St. Cloud, FL (141)
9. Aaron Yates (Suz), Milledgeville, GA (115)
   Dale Keiffer (Hon), Las Vegas, NV (115)

AMA 250cc GRAND PRIX SERIES
(After 8 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (257/6 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (232)
3. Chuck Sorenson (Yam), Livermore, CA (224)
4. Mike Sullivan (Yam), Centralia, WA (196)
5. Randy Renfrow (Hon), Fredericksburg, VA (185)
6. Greg Esser (Yam), Pompano, FL (179)
7. Bobby Keith (Yam), Redwood City, CA (150)
8. Jeff Vos (Apr), Holland, MI (143)
9. Jason Paden (Yam), Salida, CA (139)
10. Roland Sands (Yam), Long Beach, CA (129)

AMA H-D SUPERTWINS SERIES
(After 9 of 11 rounds)

1. Scott Zampach (H-D), Milwaukee, WI (249/3 wins)
2. Matt Wait (H-D), Modesto, CA (227/1 win)
3. Shawn Higbee (H-D), Marina Del Rey, CA (218/3 wins)
4. Eric Bostrom (H-D), Redondo Beach, CA (212)
5. Billy Graef (H-D), Sheboygan, WI (203)
6. Andy Fenwick (H-D), Neenah, WI (199)
7. Matthew Guidera (H-D), Citrus Heights, CA (197)
8. Owen Weichel (H-D), Canada (171)
9. Ben Bostrom (H-D), Redondo Beach, CA (168)
10. Mario DuHamel (H-D), Canada (153)
    Brian Gibbs (H-D), Stockbridge, GA (153)

AMA 125cc GRAND PRIX SERIES
(After 7 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (213/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (197/1 win)
3. Billy Graef (Yam), Sheboygan, WI (174)
4. Masahiro Iizuka (Hon), Japan (157/2 wins)
5. Todd Bowman (Hon), Canada (142)
6. Kevin Murray (Hon), Vista, CA (143)
7. Mike Mondo (Hon), Pleasant Hill, CA (140)
   David Pare, (Hon), Elk Grove, CA (140)
9. Roland Sands (Hon), Long Beach, CA (104)
10. Takahito Mori (Hon), Carrollton, TX (102/2 wins)
    Nancy Delgado (Hon), Atlanta, GA (102)

500cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Michael Doohan (Hon), Australia (170/6 wins)
2. Daryl Beattie (Suz), Australia (155/2 wins)
3. Luca Cadalora (Yam), Italy (110)
4. Alex Criville (Hon), Spain (108)
5. Alberto Puig (Hon), Spain (99)
6. Shinichi Itoh (Hon), Japan (83)
7. Alex Barros (Hon), Brazil (71)
8. Loris Capirossi (Hon), Italy (61)
9. Norifumi Abe (Yam), Japan (55)
10. Juan Borja (Yam), Spain (43)

250cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Max Biaggi (Apr), Italy (188/5 wins)
2. Tetsuya Harada (Yam), Japan (149/1 win)
3. Ralf Waldmann (Hon), Germany (148/3 wins)
4. Tadayuki Okada (Hon), Japan (93)
5. Jean-Philippe Ruggia (Hon), France (81)
6. Nobuatsu Aoki (Hon), Japan (80)
7. Kenny Roberts Jr. (Yam), Modesto, CA (60)
8. Luis d'Antin (Hon), Spain (52)
9. Carles Checa (Hon), Spain (45)
10. Jurgen van der Goorbergh (Hon), Netherlands (41)

125cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Haruchika Aoki (Hon), Japan (161/6 wins)
2. Stefano Perugini (Apr), Italy (112)
3. Kazuto Sakata (Apr), Japan (102/ 1 win)
4. Dirk Raudies (Hon), Germany (89.5/1 win)
5. Akira Saito (Hon), Japan (79)
6. Emilio Alzamora (Apr), Italy (72)
7. Peter Oettl (Apr), Germany (67)
8. Tomomi Manako, (Hon) Japan (64)
9. Hideyuki Nakajoh (Hon), Japan (63)
10. Noboru Ueda (Hon), Japan (44)

WORLD SUPERBIKE CHAMPIONSHIP
(After 8 of 12 rounds)

1. Carl Fogarty (Duc), England (345/9 wins)
2. Troy Corser (Duc), Australia (209/2 wins)
3. Aaron Slight (Hon), New Zealand (183/1 win)
4. Fabrizio Pirovano (Hon), New Zealand (144)
5. Anthony Gobert (Kaw), Australia (137/ 1 win)
6. Yasutomo Nagai (Yam), Japan (135)
7. Pier-Francesco Chili (Duc), Italy (127/1 win)
8. Simon Crafar (Hon), New Zealand (122)
9. Mauro Lucchiari (Duc), Italy (118/2 wins)
10. Colin Edwards (Yam), Conroy, Texas (115)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

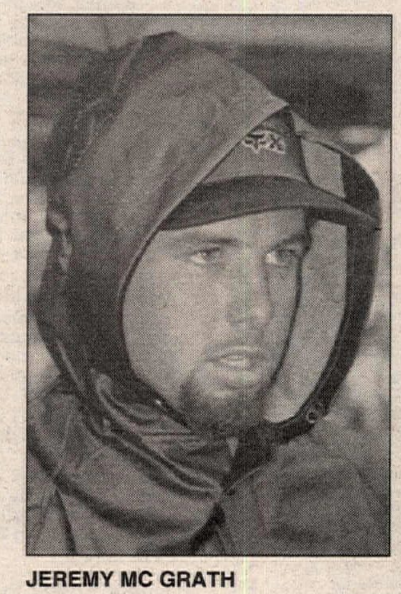
1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mount Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Fort Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)



JEREMY MC GRATH

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 10 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (426/5 wins)
2. Jeff Emig (Yam), Riverside, CA (393/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (322/2 wins)
4. John Dowd (Yam), Chicopee, MA (279)
5. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
6. Kyle Lewis (Yam), Rosamond, CA (247)
7. Larry Ward (Yam), Florence, SC (235)
8. Greg Albertyn (Suz), Corona, CA (222)
9. Phil Lawrence (Kaw), Menifee, CA (188)
10. Damon Bradshaw (Yam), Mooresville, NC (175)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 10 of 12 rounds)

1. Ryan Hughes (Kaw), Escondido, CA (377/2 wins)
2. Mike Brown (Hon), Gray, TN (371/1 win)
3. Steve Lamson (Hon), Pollock Pines, CA (370/4 wins)
4. Damon Huffman (Suz), Acton, CA (360)
5. Robbie Reynard (Kaw), Moore, OK (328/2 win)
6. Mickael Pichon (Kaw), Shelby, NC (281)
7. Chad Pederson (Hon), Fort Dodge, IA (223)
8. Tim Ferry (Suz), Palm Harbor, FL (219/1 win)
9. Denny Stephenson (Suz), Omaha, NE (169)
10. Brian Deegan (Hon), Bellevue, NE (163)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 10 of 12 rounds)

1. Alessandro Puzar (Hon), Italy (287/3 wins)
2. Alessio Chiodi (Yam), Italy (282/4 wins)
3. Sebastien Tortelli (Kaw), France (201)
4. Claudio Federici (Yam), Italy (171/1 win)
5. Dave Strijbos (Suz), Holland (168)
6. Jimmy Button (Hon), Corning, NY (164)
7. Mikael Maschio (Yam), Italy (142/1 win)
8. Massimo Bartolini (TM), Italy (135)
9. Michele Fanton (Kaw), Italy (134)
10. Paul Malin (Yam), Great Britain (118/1 win)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 13of 15 rounds)

1. Stefan Everts (Suz), Belgium (370/4 wins)
2. Marnicq Bervoets (Suz), Belgium (352/4 wins)
3. Kurt Nicoll (Hon), Great Britain (234/1 win)
4. Tallon Vohland (Kaw), San Jose, CA (286/1 win)
5. Peter Beirer (Hon), Germany (243)
6. Pedro Tragter (Suz), Holland (210)
7. Bob Moore (Yam), Canyon Country, CA (210)
8. Andrea Bartolini (Yam), Italy (195/2 wins)
9. Werner DeWit (Suz), Belgium (179)
10. Peter Iven (Kaw), Belgium (131)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 10 of 12 rounds)

1. Joel Smets (Hbg), Belgium (276/4 wins)
2. Trampas Parker (KTM), Shreveport, LA (256/1 win)
3. Darryll King (Kaw), New Zealand (221)
4. Peter Johansson (Hus), Sweden (206)
5. Jacky Martens (Hus), Belgium (154/2 win)
6. Gerald Delepine (Hon), Belgium (150/2 wins)
7. Gert Jan Van Doorn (Ver), Holland (141)
8. Shayne King (KTM), New Zealand (134)
9. Johan Boonen (Hus), Belgium (129/1 win)
10. Peter Dirkx (Hon), Belgium (100)

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 15 of 24 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (182/5 wins)
2. Rich King (Hon), Waterloo, IA (144/1 win)
3. Will Davis (Hon), Goldsboro, NC (138/1 win)
4. Chris Carr (H-D), Valley Springs, CA (131/2 wins)
5. Kevin Atherton (Hon), White Pigeon, MI (102)
6. Jay Springsteen (H-D), Lapeer, MI (100/1 win)
7. Steve Morehead (H-D), Findlay, OH (99/1 win)
8. Kevin Varnes (Hon), Pottstown, PA (88/1 win)
9. Ronnie Jones (Hon), Oklahoma City, OK (87)
10. Mike Hacker (H-D), Prince George, VA (77)

JAMES HART

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 11 of 17 rounds)

1. Jay Springsteen, Lapeer, MI (171/7 wins)
2. Mike Hacker, Prince George, VA (158/1 win)
3. Georgie Price IV, Sicklerville, NJ (107)
4. Jason Fletcher, Warren, CT (93)
5. James Hart, Centralia, IL (90/1 win)
6. Lance Jones, Ohatchee, AL (68/1win)
7. Doug Beattie, Canada (63)
8. Nate Wait, Lodi, CA (60/1win)
9. Keith Jacobsen (H-D), Montgomery, NY (47)
10. Matt Wait, Lodi, CA (45/1 win)

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 4 of 6 rounds)

1. Hans Nielsen, Denmark (69)
2. Tony Rickardsson, Sweden (63)
3. Chris Louis, Great Britain (55)
4. Billy Hamill, Monrovia, CA (52/1 win)
5. Henka Gustafsson, Sweden (51)
6. Mark Loram, Great Britain (49)
7. Tomasz Gollob, Poland (38/1 win)
8. Sam Ermolenko, Cypress, CA (47)
   Greg Hancock, Costa Mesa, CA (47)
10. Tommy Knudsen, Denmark (44/2 wins)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(9 of 10 rounds)

1. Jordi Tarres (G-G), Spain (162/5 wins)
2. Marc Colomer (Mon), Spain (151/3 wins)
3. Tommi Ahvala (Fan), Finland (117/1 win)
4. Doug Lampkin (Bet), Great Britain (107)
5. Joan Pons (G-G), Spain (99)
6. Donato Miglio (G-G), Italy (86)
7. Bruno Camozzi (Bet), France (74)
8. Steve Colley (G-G), Great Britain (64)
9. Amos Bilbao (Bet), Spain (53)
10. Kenichi Kuroyama (Bet), Japan (50)

NATIONAL TRIALS SERIES
(After 7 of 11 rounds)

1. Ryan Young (G-G), Lexington, KY (190/3 wins)
2. Geoff Aaron (Bet), Redding, CT (175/3)
3. Jess Kempkes (G-G), Lincoln, NE (119/1)
4. Olivier Clamagirand (G-G), Brea, CA (110)
5. Raymond Peters (Fan), Moreland, NY (104)
6. Matt Moore (G-G), Sapulpa, OK (88)
7. Andy Saum (G-G), Phoenix, AZ (71)
8. Lonny Hallsted (Bet), Clackamus, OR (66)
9. John Clark (Mon), Huntsville, AL (64)
10. Chuck Sutton (Bet), NM (49)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 6 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithaca, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Beach, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Capistrano, CA (41)

*Clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 6 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (140/1 win)
2. Rodney Smith (Suz), Oakley, CA (135/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (113/2 wins)
4. Jason Dahners (KTM), Redmond, WA (71)
5. Eric Mashbir (Hon), Oakland, CA (67)
6. Steve Hatch (Suz), Ithaca, NY (66/1 win)
7. Steve Leivan (Yam), Eldon, MO (58)
8. Leigh Latellier, Kansas City, KS (47)
9. Duane Conner (Yam), Washington, PA (34)
10. Ty Davis (Kaw), Hesperia, CA (30/1 win)

JOAN PONS

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Fred Andrews (Yam), Salem, OH (111/1 win)
2. Guy Cooper (Suz), Stillwater, OK (102)
3. Tommy Norton (Yam), Norfolk, MA (97)
4. Scott Summers (Hon), Petersburg, KY (96/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (94/2 wins)
6. Steve Hatch (Suz), Ithaca, NY (90)
7. Duane Conner (Yam), Washington, PA (78)
8. Tim Shephard (Yam), Hamilton, OH (72)
9. Terry Cunningham (Yam), Athens, OH (53)
10. Brian Keegan (Yam) (52)

RESULTS

Motocross
Baja Acres
Millington, MI
July 23
By Paul Lewis

125 A
John Grewe Suz
David Beatty Kaw
Chris Beckington Kaw
Mike Shinabarger Hon
125 B
Brett Smith Hon
Ryan Hartwig Kaw
Scot Poland Hon
Kyle McLeod Hon
Aaron Kimmerer Suz
125 C
Neil Cooper Hon
Jeff Plawecki Suz
Matt Myers Hon
Jason Wirsing Suz
David Whittier Kaw
125 JR
Nicholas Wey Kaw
Michael Pfluke Yam
Randy Doviak Suz
Mark Travis Yam
Richard Watson Jr. Suz
16-24
Dave Korte Hon
Gerald Van Wormer Hon
Brent van den Broek Yam
Tom Gilliam Suz
Mickey Hurley Suz
25+
David Beatty Kaw
Mike Himanek Hon
Tom Deguise Yam
Robert Schulte Kaw
Lawrence McNabb Suz
250 OPEN A
Dave Korte Hon
Ahmad Owens Hon
Bradley O'Boyle Yam
Gregg Dalman Yam
Robert Schulte Kaw
250 OPEN B
Jason Sweeney Hon
David Lee Goodwin Yam
Kelvin Travis Yam
Scot Poland Hon
Ryan Spencer Hon
250 OPEN C
Michael Worden Yam
David Bolger Hon
Lee Fleischmann Hon
Lawrence Bugg Yam
Lyle Fleischmann Hon
30+
David Beatty Kaw
Craig Pickett Hon
Jeff Himanek Hon
Kreg Bigelow Yam
Vaughn Smith Hon
35+
Scott Currie Hon
Max Marsh Yam
Tim Roberson Yam
James Iversen Kaw
Ken Petrillo Hon
4-STRK
Mario Izzi Hon
40+
Randy Stephenson Yam
Kelvin Travis Yam
Embert Berkers Hon
John Korte
Don Lynn Hon
50+
Fred Klipple Hon
Richard Robbins Hon
Edward Hieftje Hon
Skip Krassa Hon
William Foster Kaw
51 JR
Eric Miller KTM
Corey Slavik
Nicholas Hiltz KTM
Jerry Lorenz KTM
Thomas Lee Templeton Jr. Yam
51 SR
Grant Moreland
Kyle Rothgeb
T. J. Auten Jr.
Liam Murphy
Nichole Cheza Yam
60
Robby Wheeler Kaw
Cory Mcdermitt Kaw
Scotty Thomason Kaw
Brandon Butzin Kaw
Marcus Shaver Kaw
80 (12-15)
Randy Valade Yam
Chris Briesmeister Yam
Brandon Springstead Kaw
Jason Vienot Yam
Christopher Coleman Yam
80 (7-11)
Henry Wiles Yam
Jerod Whipple Hon
Corey Paulsell Yam
Ryan Bougenvy Suz
Brad Smith Hon
80 C
Ryan White Yam
Jeremy Flett Yam
Shane Horne Suz
Scott Sweeting Jr. Kaw
Brian Curtis Yam
DRY DOGS
George Mekjian Yam
Duwayne Dowse Mai
Bradley Clifford Yam
Kevin Kelly Mai
David Fink Yam
EX A
James Fowler Hon
NON-CURRENT
John Avendt Hon
Dennis Hodges Hon
Tom Holscher Hon
Don Claerhout Mai
Daniel Carlton Yam
NOV
Rodney Tessmer Yam
Johnny Banner Suz
Glenn Prout Hon
Brian Wrubel Hon
Mark Keblbeck Hon
VINT
Todd Starr Hon
Jeffrey Hill Yam
Thomas Lee
Richard Stone
Bill Brichford KTM

Hare Scrambles
Brownsville City Park
Brownsville, PA
July 23

200 A
Ron Johnson Hon
Curtis Bardonner Yam
OPEN A
Brian Keegan Yam
Robert Bennett Yam
Clint Bardonner Yam
Tony Taraborelli Yam
4-STRK
Ronnie Burnfield Suz
Ralph Thorn Hon
Louis Geller Hon
John Chubay Hon
Mark Cline Hon
VET
Mark Fox Hon
Robert McNeel Hus
Theodore Zak Yam
Wes Ault Yam
Robert Wilkinson Suz
SR
Mickey Dorman KTM
200 B
Pat Cumpston Kaw
Michael Leasure Yam
250 B
John Shaffer Yam
Greg Ferrence Yam
Jim Kelly Yam
Scott Phillips Yam
OPEN B
William Kaufman KTM
Michael Studvick KTM
200 C
John Kubichar Suz
Craig Soltis Yam
Frank Aliberti Kaw
James Johnson Kaw
Mike Sutton Kaw
OPEN C
John Rush KTM
Mark Yukevich Yam
James Vicheck Yam
Chris Ferguson Hon
David Fuller Yam
Art Rutlowski Hon

Motocross
Kenworthy's GP Club
Troy, OH
July 15

50 (7-8)
Tyler Grubb Cob
Joey Pellett Cob
Mikey Willard KTM
Darin Downs LEM
Ron Kendall Cob
50 (4-6)
Zach Ames KTM
Billy Sprankle KTM
Chris Thompson KTM
Tommy Pellett KTM
Dustin Jackson KTM
65
Chris Whitcraft Kaw
Dave Whitcraft Kaw
Dustin Cottrill Kaw
Jacob Marsack Kaw
Charlie Carey Kaw
MINI JR
Andy Willard Hon
Dave Whitcraft Suz
Dustin Cottrill Suz
Chris Whitcraft Yam
Matt Barnes Yam
MINI SR
Jeremy Brown Kaw
Randy Valade Yam
Josh Long Suz
Derek McKinney Kaw
Jason Juskae Kaw
250 A
Vincent Karnow Kaw
J.D. Collins Kaw
Heath Voss Hon
Mike Treadwell Suz
Rodney Carrier Kaw
125 A
Heath Voss Hon
Vincent Karnow Kaw
Mike Treadwell Suz
Jeremy Baker Yam
Jason Frecker Hon
125 B D-1
Charle Dunaway Kaw
Eric Leonard Yam
Chad Woodrum Suz
Chris Carroll Hon
Steve Hensley Hon
125 B D-2
Brock Sellards Kaw
Eric Nepodal Suz
Todd Mouser Kaw
Travis Toll Suz
Craig Clements Hon
125 B D-3
Casey Lytle Hon
Karl Scott Hon
Jeremy Booher Kaw
Chris Torrener Kaw
Jerry Van Wormer Hon
250 B D-1
Casey Lytle Hon
Jeremy Booher Kaw
Len Tidwell Hon
Joey Ballinger Kaw
Richard Roy Suz
250 B D-2
Brock Sellards Kaw
Adam Campbell Kaw
Chris Torrance Kaw
Travis Toll Suz
Wayne Scott Hon
250 B D-3
Charlie Dunaway Kaw
Chad Woodrum Kaw
Walt Wodarsky Kaw
Troy Swartz Kaw
Dallas Avery Hon
OPEN B
Eric Wentworth Hon
Jason Baxter Hon
Mike Russell Hon
Joey Fore Hon
Robert Knau KTM
SCHLBY
Jason Frecker Hon
Mark Burkhart Hon
Jason Colby Yam
Brian Thornburg Suz
Nick Hamilton Hon
40+
Denny Swartz Yam
Gary Peak Hon
Jindrich Gref Hon
Thomas Malone Suz
Embert Baker Hon
30+ D-1
Kreg Bigelow Yam
Mark Guy Yam
Jeff Cottrell Hon
John Lumry Hon
Joel Hall Hon
30+ D-2
Richard Robinson Hon
John Schmitz Hon
David Beatty Kaw
Jeff Steinrock Kaw
Jim Marsasck Suz
250 C D-1
Steve Harpsett Kaw
Rick Russell Hon
Phil Best Kaw
Mike Drines Hon
Shawn McCarthy Kaw
250 C D-2
Chris Osborne Kaw
Mike Clink Hon
Tim Garrett Yam
Brian Dalton Hon
Brooks Holcomb Kaw
25+ D-1
Mike Hogan Hon
Chad Thompson Kaw
Jeff Cottrell Hon
Larry Page Yam
Brad Hudson Kaw
25+ D-2
John Schmitz Hon
Jeff Steinrock Kaw
Rodney Carrier KTM
Mark Guy Yam
Steve Hensley Hon

Motocross
Mosier Valley MX
Mosier Valley, TX
July 21
By Claudine Corday

50
C.T. Dickey KTM
Michaelle Marella KTM
Trey Flores KTM
Jimmy Lay Jr. LEM
Jennifer Flowers Yam
60
Brad Wolfe Kaw
Drew Hanks Kaw
Quinn Harris Kaw
Matt Lowrimore Kaw
Greg Wells Kaw
80 BEG
Chad Davis Kaw
Matt Foster Suz
Nathan Eads Kaw
Ryan Webb Kaw
Mark Ary Yam
80 JR
Robby Shinn Kaw
McFly Scheel Suz
Joe Bailey Kaw
Mark Blackwell Hon
Zach Blackwell Hon
80 SR
B. Jay Barnhart Yam
Bryan Piccirelli Kaw
Mike Marella Kaw
Jeremy Johnston Kaw
J.D. Everheart Yam
125 BEG
Jason Crow Suz
Greg Pippin Suz
Trent Swank Hon
Mack McDonald Kaw
Andy Beamesderfer Suz
125 NOV
Coby Owen Suz
Scott Scholting Suz
Boy-Boy Scheel Suz
Ryan Bonhard Hon
Jason Shedd Suz
125 OPEN
Scott Scholting Suz
Boy-Boy Scheel Suz
Ryan Bonehard Hon
250 BEG
Randy Malone Hon
Jay Bayles Kaw
Steve Manning Kaw
Larry Wright Kaw
Greg Pippin Suz
250 NOV
David Papi Hon
Zakk Stein Kaw
Stacey Hunter Kaw
Chris Calhoun KTM
250 OPEN
Bryan Petton Kaw
Justin Stevens Kaw
25+
Chris Boice Kaw
Russ Clark KTM
Troy Fitzpatrick Kaw
Landon Griffin Hon
Ray Jennings Yam
30+
Stacey Smith Yam
Steven Chappell Kaw
Danny Lurye Hon
Louis Blackwell Hon
Joey Marcom Yam
INT
Jesus Marquez Kaw
EX
Robert Densford Yam
Cody Wilks Kaw

Motocross
Honda Hills
Linville, OH
July 22
By Rupert F. Pellett

50 (4-6)
Tommy Pellett KTM
Billy Sprankle KTM
Ryan Reedy KTM
Chris Thompson KTM
Matt Spaulding LEM
50 (7-8)
Josh Gaitten LEM
Joey Pellett Cob
65 (7-11)
David Whitcraft Kaw
Chris Whitcraft Kaw
Michael Willard Kaw
Joey Pellett Kaw
Corey Fearn Kaw
MINI JR
David Whitcraft Suz
Andy Willard Hon
Chris Whitcraft Yam
Mike Willard Kaw
Jimilei Fox Kaw
MINI SR
Jeff Gibson Kaw
Derrick McKinney Kaw
Jake Matthew Kaw
Steve Chapman Kaw
Josh Joan Kaw
SCHLBY
Chris Berry Yam
Mark Burkhart Hon
Jeff Gibson Kaw
Jason Casterline Kaw
Aaron Thoman Yam
250 C
Lee Wilcoxon Hon
Rick Russell Hon
Keisuke Ishii Hon
Jim Chapman Suz
Shawn Sims Yam
250 B
Chris Berry Yam
Mark Spillman Kaw
4-STK
Rob Bowers Kaw
Trevor Fusner Hon
Keisuki Ishii Kaw
Eddie Dew Hon
Randy McMillen Kaw
125 A
Wesley Boyd Suz
Adam Johnson Hon
125 B
Pat Thrall Hon
Kyle Kinkead Kaw
Joey Devault Hon
Ron Bingman Suz
Brian Brake Kaw
25+
Eric Wentworth Hon
Gerry Bennett Hon
Andrew Day Hon
Kirk Jeffries Hon
Mark Matheis Hon
30+
Gerry Bennett Hon
Scott Thompson Hon
Larry Evener Yam
Dave Hall KTM
Kirk Jeffries Hon
40+
Gerry Bennett Hon
Larry Evener Yam
Guy Longwell Kaw
Larry Shumaker Yam
Joe Collins KTM

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

COLE BROTHERS Suzuki needs parts person and mechanic. (818) 980-3715. CA. (227-TFN)

Parts Manager Trainee
Large growing Honda, Kawasaki, Suzuki, Sea-Doo, Polaris dealership in southern California searching for motivated, personable self starter. Looking for career oriented person to join our management team. Pay commensurate with experience. Will help with relocation expenses for right person. Whittier Fun Center, call between 10 a.m. and noon P.S.T. Ask for Bob Cochran, ext. 2. (310) 945-3494. CA. (330-35)

COLORADO MOUNTAIN MULTI-LINE dealership looking for experienced admin/DMV/F&I person for full-time position. Must have right attitude and willingness to adapt to new (Litespeed) computer system. Pay and benefits negotiable with experience. Send resume and references to: Admin, POB 331, Florence, CO 81226. CO. (130-33)

Parts Manager Wanted
For multi-line dealership. Must have knowledge of motorcycle, ATV, PWC, snowmobile, and experience in working with vendor ordering. This Colorado mountain dealership has immediate opening for person with the right attitude! Pay and benefits discussed at interview. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

Class A Mechanic Wanted
Experience on motorcycles, ATVs, PWC, snowmobiles, repairs a must. Own tools and the right attitude can qualify you to work in this Colorado, mountain, multi-line dealership. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

Help Wanted
Technicians, sales, parts personnel needed. Good outlook and attitude a must. Must have at least 5 yrs experience in industry. Contact Tim. Yamaha Powerhouse. (805) 237-8913 or fax (805) 237-8953. CA. (230-33)

Cycle Shack Inc.
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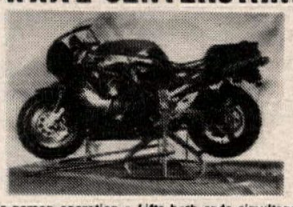

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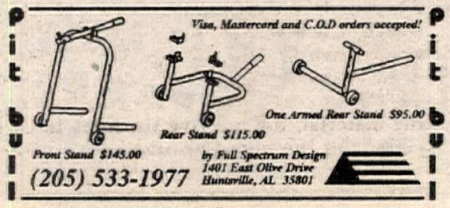

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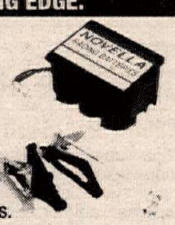

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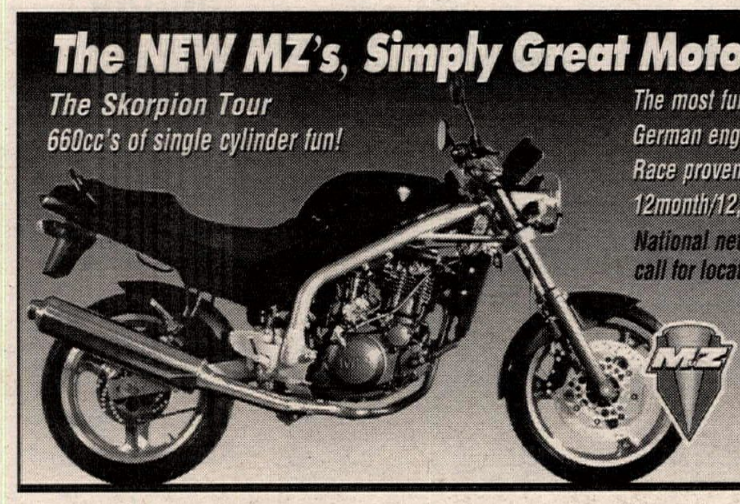

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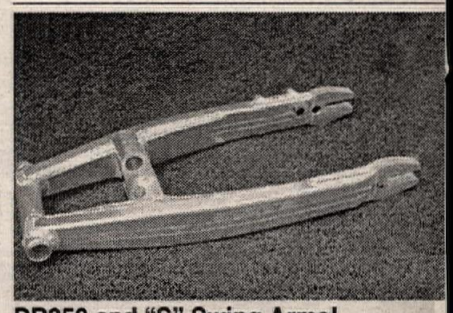

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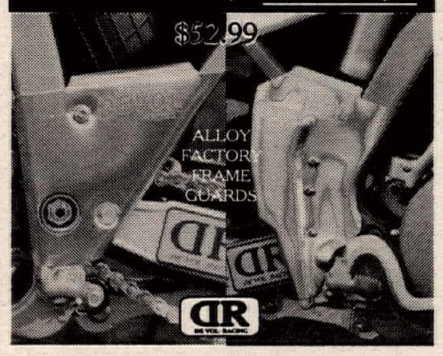

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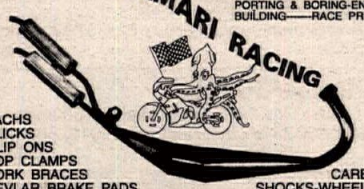

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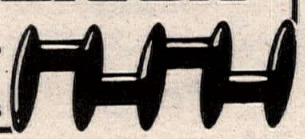

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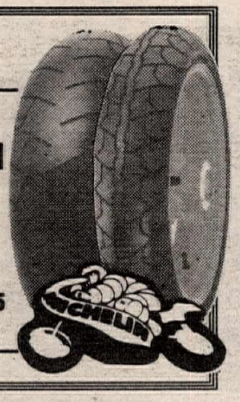

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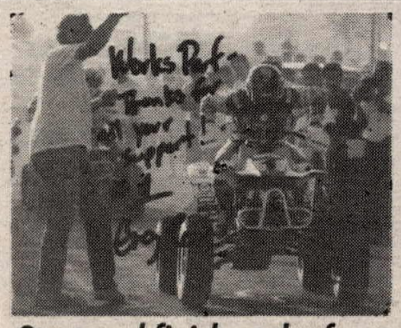

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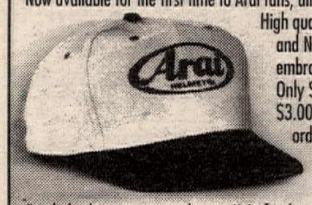

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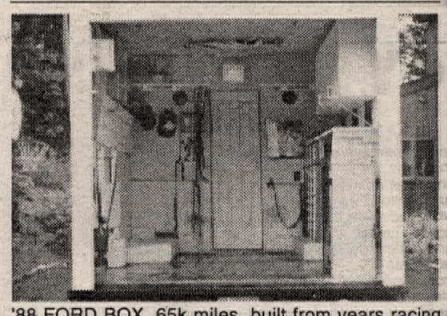

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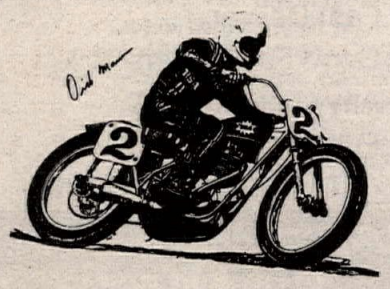

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RACER X

By Davey Coombs

A few weeks ago, a letter appeared in *Cycle News* written by a disgruntled Jeremy McGrath fan (Voices, Issue #30). Or rather, former fan. The man was incensed with the three-time Supercross Champion's quick golf-cart getaway following his victory at the Kenworthy 250cc National. The man was angry because McGrath wouldn't stop and sign an autograph for him. The man said McGrath lacks class.

No he doesn't. In fact, the truth is quite the opposite. Jeremy McGrath is one of the finest spokespersons and role models that this sport has ever produced. He goes the extra distance for his fans and his sport countless times every weekend. (If you think I've forgotten about the Las Vegas SX, you're wrong; Jeremy had his reasons for not riding that night). He comes in early for press day. He is the focal point of media, the fans and the sport itself. Anyone who's seen the opening ceremony of a supercross recently knows what I'm talking about. He wears the helmet camera when they ask him. He does the television commercials when they ask him. And I bet that 99 percent of the time he signs every autograph that is asked of him. I've seen him say no before, but it's always been between motos or during some other inappropriate time. And when he declines he always tells people when they can come back.

The letter wasn't fair because the gentleman asked at an inappropriate time. If he knew what McGrath's schedule was for the weekend of that race - or any race - he might have understood Jeremy's inability to stop and grace him with an autograph. I was at the Kenworthy Nationals as the reporter for this publication. I saw and spoke to McGrath several times that weekend. McGrath arrived in Ohio on Thursday after an all-day flight from his home in California. He was at the track and available to his legions of fans on Friday for press day. Later he spent about two hours with fans Friday night at the Open House organized by Honda of Troy and American Honda. On Saturday he was at the race headquarters for tech inspection and was available to anyone who might have wanted to just come by and say hello or ask for an autograph. On Sunday - the day he's supposed to concentrate on racing - McGrath was at the track and available to his fans all day long. He tried to take a nap after practice but, because the Honda trucks were conveniently located next to the pit fence, he didn't get much rest. He competed in two 35-minute-long motos in temperatures that reached the century mark, signing a few autographs in between heats.

After the race I tried to speak to Jeremy about his successful afternoon as he took off his gear. However, with all the fans screaming out for his gloves or jersey or helmet or first born or whatever, it was impossible. So we waited to talk. The next thing he did was take a pressure-washer shower in front of about 500 fans who crowded around the Honda pits. We tried to talk again as he walked through the masses to the trophy presentation but that was impossible. We finally got time for an interview as we stood underneath the tunnel jump in between throngs of fans.

After the trophy presentation Jeremy worked his way back through the crowd, signing more posters, programs, wristbands, whatever, anything that you can imagine. He spoke to a local reporter and then spoke with the MotoWorld television crew. Then he jumped in the aforementioned golf cart to weave his way through the epic Kenworthy traffic so that he could get to the Dayton airport in time for the last Sunday-night flight connection to California. He made it by just five minutes.

What's so "classless" about a guy who spends three days surrounded by his fans in Ohio but wants to get home on Sunday night after his work is finished? Does Michael Jordan stop and sign every single autograph as he runs off the basketball court? No, he has bodyguards to keep his fans at bay. Just because Jeremy McGrath can't accommodate every single autograph request doesn't make him classless. Just ask any of about a half million 1995 supercross fans that went away satisfied with what Jeremy gave them on a Saturday night. Unfortunately it takes just one unsatisfied customer with a pen and a stamp to tarnish a lot of good work.

"A lot of fans don't understand that Sunday is my work day and that I have to concentrate on just racing some times," said Jeremy when we talked about the letter. "They think that it's all fun and games and a time to just hang out, but it's not. This is my job. Riding is fun and all, but it's my only source of income and I take that real seriously. And it's hard enough to think about racing when you feel like you're one of the animals in a zoo.

"That day in Ohio I had to bust out if I wanted to get home on Sunday night," added McGrath. "I knew that I had to leave again for New York on Thursday and I really wanted to have that extra day home. It's not personal that I didn't stop and sign that guy's autograph. I love my fans and I try to show it every chance I get. But sometimes you just want to get home."

After 72 hours as the featured attraction in a zoo, can you blame him? CN

LOOKING BACK...

25 YEARS AGO... SEPTEMBER 8, 1970

The heat may have been almost unbearable at Indian Dunes in Castic Junction, California, but it was the hordes of riders and spectators (over 11,000) who showed up for the showdown between the motocross and desert heros of the day that pitched the event into good-natured (for the most part) chaos, **John Rice** being challenged by **J.N. Roberts** for his desert sprint win, and Roberts later winning the 500cc Expert race...**Jim Rice** followed up two National second-place finishes with a Peoria TT National victory, giving himself a 60-point lead in national point standings over **Dick Mann**...Another TT crowd gathered in Salinas, California, to witness **Rick Otto** win the featured 650cc Expert Class on a fast, dangerous track that sent almost a tenth of the competitors away in an ambulance. **Craig Fillmer** took the checkered flag in the 350cc Expert main, and **Paul Johnson** cruised to victory in the 250cc Expert race...**Ruben Benites** and **Larry Shaw** shared honors at San Gabriel's speedway track, Benites winning the Handicap main event while Shaw used his "jackrabbit start" technique to rocket himself into the lead, grabbing a wire-to-wire victory in the Scratch main.

15 YEARS AGO... AUGUST 27, 1980

Three cheers for the women of motocross, specifically **Dede Cates**, who wrapped up her second AMA Women's Motocross National Championship title by adding wins in both motos of the 250cc Pro race (against competition such as **Rhe Helms** and **Kathy Holman**) to an earlier 125cc win...**Dale Singleton** returned from the European GP circuit to cop the win at the Pocono International Raceway in his second National of the season, leaving **Rich Schlacter** and **Eddie Lawson** to battle second. Schlacter won the fight, but Lawson went on to win the Superbike and Expert Lightweight races, challenged in the Superbike event by **Freddie Spencer**...The Intercontinental (semi) final of the World Individual Speedway Championship surprised many speedway fans by resulting in the elimination of six-time World Champion **Ivan Mauger**, but less of a surprise was Californian **Bruce Penhall** and his near-win of the meet...Billed as the "quickest and most exciting motorcycle drag race in history," the NMRA Golden Gate Nationals at the Freemont Raceway saw **Bo O'Brochta** set a brand-spanking-new record in the Top Fuel final with a 7.30-second run, making himself the first Fueler in drag racing history to run in the sevens.

5 YEARS AGO... AUGUST 22, 1990

Belgian **Eric Geboers** happily clinched his fifth MX World Championship in front of a home crowd at the Citadel, ending the day with 31 championship points (just one point ahead of the three-way tie for second overall between **Kurt Nicoll**, **Kees Van der Ven**, and **Paul Malin**) and the announcement of his retirement...

Rounds one and eight of the AMA 125/500 National Championship MX Series rocketed **Guy Cooper** into the 125cc National MX Championship points lead for the first time in his career, as **Jeff Stanton** took the overall win in the 500cc class...**Kevin Schwantz** may have been trailing **Wayne Rainey** in he point standings, but Schwantz gave no indication that he was anything but a winner in round eight of the 500cc GP at the Donnington Park circuit, where he defeated Rainey by 3.4 seconds for his fifth win of the season. CN

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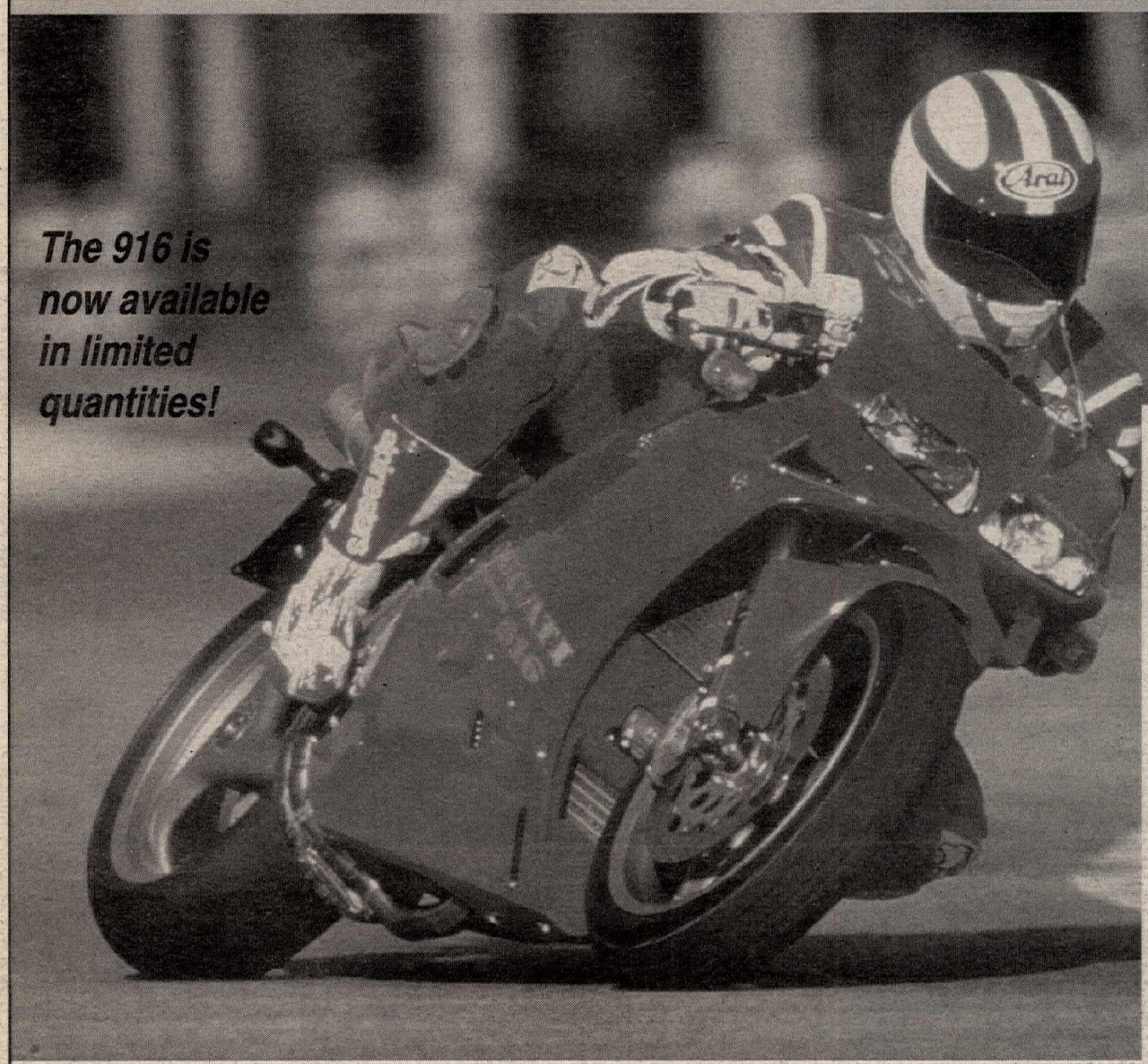

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